



Károly Vándor

## A szovjet légierő

Magyarországon és Ausztriában

# Soviet Air Force in Hungary and Austria



English/Hungarian edition

**Soviet Air Force in Hungary and Austria A szovjet légierő  
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**Károly Vándor**

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2<sup>nd</sup> thoroughly revised English / Hungárián edition

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# Dedication

This book is dedicated to those, who served with Central Group of Forces, Special Corps and Southern Group of Forces aviation units.

## riocBíi menne

ИlocBHmaeTca COBBTCKHM jierunKaM n cojmaTaM, cjiy»HBmnM B cocTaBe BBC УфБ, ОК n КДfБ.

## Ajánlás

Könyvetem azoknak a szovjet pilótáknak és katonáknak ajánlom, akik a Központi Hadseregcsoporthoz, a Különleges Hadtesthez, vagy a Déli Hadseregcsoporthoz Légijerijében teljesítettek szolgálatot.

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## To order/Elkészületben, előj egyeztethető:

*Vándor, Károly: Soviet aviation bombs/Szovjet bombák (English- Hungarian / Kétnyelvű)*

Includes the full details of all kinds of bombs used by Soviet Air Force, such as incendiary, flare, high explosive, and practice ones. Printed on glossy paper for high resolution with many x-ray drawings and photos. (88 pages)

A szovjet légierő által használt összes bombatípusról, pl. gyújtó-, világító-, repesz-romboló, gyakorlóbombákról olvashatunk majd e könyvben, teljes részletességgel, 88 oldalon.

*Varga, György - Vándor, Károly: MiG-27 in details (English- Hungarian / Kétnyelvű)*

Includes the history of the fighter-bomber derivative of the MiG- 23 family,

details of the little known and mingled MiG-27M/D/K versions and an original documentation package of a very MiG- 27D of 88. gvaipb. (100 pages)

A MiG-23 család vadászbombázó ágának kifejlesztéséről, az állandóan kevert 'Kunish' világé for me then and I began attending the second class of the kindergarten. Bút even then, as a child I caught sight of the big butterflies, the parachutists with their marvelous chutes and the planes in the blue sky. I scanned the clouds transfixed after the nap-time, waiting for helicopters. As I got acquainted with my new setting and I got used to the thought of living near the most immense military airport of Central-Eastern- Europe, I was not particularly interested in what took place inside the fence of the base. Bút things

## Preface

In August 1983 we moved to Kunmadaras, a place which was simply an average 'Kunish' világé for me then and I began attending the second class of the kindergarten. Bút even then, as a child I caught sight of the big butterflies, the parachutists with their marvelous chutes and the planes in the blue sky. I scanned the clouds transfixed after the nap-time, waiting for helicopters. As I got acquainted with my new setting and I got used to the thought of living near the most immense military airport of Central-Eastern- Europe, I was not particularly interested in what took place inside the fence of the base. Bút things



happened which changed my life forever. Eventually, I managed to enter the airbase and I found myself confronted, but the way that camouflaged machines of metal took off and landed as light as birds, the faded colors of the fuselage of a plane parking in a hangar, all provoked feelings which I am, even now, unable to express... In 1990 Horn Gyula, the Hungarian Minister of foreign affairs, and his Soviet counterpart, Eduard Shevamadze signed the agreement to withdraw the Southern Group of Forces from Hungary. And due to it, in 1991, the two local regiments of Kunmadaras were removed from here, along with the other units of 36. Air Army. On June 19, 1991, at 15.01, General Colonel Shilov, leader of the YuGV passed the Hungarian- Soviet border as the last soviet soldier stationed in Hungary. But everything, all the experiences, impressions stayed here in my heart: the colors, the smell of kerosene and the eject seat or in one word the love of aviation. That is why I decided to collect all things in connection with this theme: photos, videos, data, memoirs, and weaponry for the planes, uniforms. Later I made up my mind to use my knowledge in a book, and made the information available to others. I began thinking in a special way, trying to answer all technical questions, but I knew that my ideas and images could be wrong. Deep inside, however, I felt I was doing well. After many years, when reliable resources reinforced my knowledge, I had a cathartic experience. I knew it was worth it, and the book got into form after many years of thinking, collecting information and after many interviews. The biggest problem of beginning was that I was unable to find original Russian language Scripts and punctual data. Moreover, there is a Soviet-Hungarian treaty stating all materiál relating to YuGV are to be kept secret for 50 years. Some photos are slightly damaged, but still informative, so I could not leave them out. Should there be newer info, I will attach it to the upcoming edition of the book. The information could only be 100% perfect if I had seen all the secret maps and documents of all units. I have divided the book into independent parts for the sake of easier usage. I hope I managed to do it in a way that would fascinate even the laic when he/she reads what had happened here, when these airports still existed.

The Author



Vándor Károly (left) with Arwed Rehass Vándor Károly (bal) Arwed Rehass-szal

## Előszó

1983 nyarán költöztünk Kunmadarasra, ahol furcsa zajokra lettünk figyelmesek, s kiderült, hogy egy hatalmas szovjet „hangyaboly” mellé kerültünk. Az óvodában figyeltem fel először a szárnyas helikopterekre, melyekből sorra bomlottak ki a színes ernyők. 1989-ben kerültem közelebb a repülőtérhez, amikor családi kapcsolatok révén bejuthattam a hangárok közé, a harci részbe. Ülhettem teljes hajózó ruhában egy Szu-17M4R felderítőgéphez, majd megismerkedhettem az egyik helyi egység történetével a múzeumban. Láttam leszállni az újonnan érkezett MÍG-27D és MÍG-23UB gépeket. Ám 1991-ben többek között Kunmadarásról is végleg kivonták a Déli Hadsergecsoport Légierő egységeit.

1995-től kezdve minden hazai volt szovjet repülő egység a figyelmem középpontjába került. Sok egykor ott szolgált magyar, szovjet tiszttel, polgári alkalmazottal, akiknek nagyon sokat köszönhetek, neveiket a könyv elején örökítettem meg. Büszke vagyok arra, hogy sikerült a legapróbb információkat is összegyűjtenem a témával kapcsolatban. Gyári számok, dátumok, egységnevek, személyi adatok, repülőterek története, áttelepülések, balesetek, és soha nem látott fotók találhatók gyűjteményemben. Sajnos az 1945-55 közötti időszokról nagyon nehéz volt elegendő információt

összegyűjteni, ennek ellenére úgy gondolom, sikerült a lehető legkevesebb pontatlansággal dolgoznom. Remélem, érdekesnek találják ezt az anyagot, amiben sokéves munkám tükröződik. A magyar nyelvű kivonatokban a bázisok és egységek főbb történéseit mutatom be tömören, de az egyes részekhez tartozó fotók (magyar feliratokkal is) és néhány fontos kiegészítő információ (szürke szövegdobozokban) az angol részbe beillesztve található. A csatarendeket, gyári számokat, az oldalszámokkal együtt az Egységek (65. oldal) és a Gépek (69. oldal) fejezetben találják meg.

2004, Budapest

A Szerző

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And I also send many thanks to those many who hindered my work, who just laughed at me. / És köszönet azoknak is, akik akadályozták munkámat, kinevettek.

# Abbreviations / Rövidítések

Transcripted abbreviation (abbreviation in original language):  
English translation, Hungarian translation (expression transcribed)

A rövidítés fonetikusán (rövidítés az eredeti nyelven):  
Angol jelentés, magyar jelentés (eredeti kifejezés fonetikusán)

apib (anno): Aviation regiment of fighter-bombers from 1976, vadászbombázó ezred 1976-tól (AviaPolk Istrebiteley-Bombardirovshikov),	OA (OA): General army, összefegyveremi hadsereg (Obshevoyskovaya Armiya)
BAD (BAH): Bomber aviation division, bombázó hadosztály (Bombardirovotsh- Aviatsonnaya Divisiya)	oazbvm (oa3ÖBM): otdelnoye aviazveno buksirovshikov vozduzhnih misheney, célvontató repülőraj (Independent target puling flight)
BAK (BAK): Bomber aviation corps, bombázó hadtest (Bombardirovotshniy Aviatsonniy Korpus)	ob ATO (oö ATO): Independent aerodrome technical supply battalion, önálló repülőműszaki zászlóalj (Otdelniy Battalion Aerodromno-teknitsheskovo Obespetsheniya)
bap (öan): Bomber aviation regiment, bombázó ezred (Bombardirovotshniy AviaPolk)	obs (oóc): Independent liaison battalion, önálló híradó zászlóalj (Otdelniy Battalion Svyazi)
TsGV (ÜrB): Central Group of Forces (Hungary & Austria 1945-1955, Czechoslovakia August 1968-1991), Központi Hadseregszop (Ausztria & Magyarország 1945-55, Obsluzhivaniya) Csehszlovákia 1968-1991), (Tsentrálnaya Gruppá Voysk),	obs RTO (oóc PTO): Independent liaison battalion for radiotechnical service, önálló rádió-technikai kiszolgáló híradó zászlóalj (Otdelniy Battalion Svyazi Radio-Teknitsheskovo)
Gv.gv(rB): Guards, gárda- (Gvardeyskiy, Gvardeyskaya, Gvardeyskiye)	ovp BU (oan EY): Independent command helicopter regiment, önálló vezetési helikopter ezred (Otdelniy Boyevoy Vertalyotniy Polk)
IÁD (HAH): Fighter aviation division, vadászrepülő hadosztály (Istrebitelnaya Aviatsonnaya Divisiya)	öve (obs): Independent helicopter squadron, önálló helikopter század (Otdelnaya Vertalyotnaya Eskadrilya)
IÁK (HAK): Fighter aviation corps, vadászrepülő hadtest (Istrebitelniy Aviatsonniy Korpus)	ovo (obo): Independent helicopter flight, önálló helikopter raj (Otdelniy Vertalyotniy Otryad)
iap (nan): Fighter aviation regiment, vadászrepülő ezred (Istrebitelniy AviaPolk)	OdVO (OfiBO): Odessa military district, odesszai katonai körzet (Odesskiy Voyenniy Okrug)
iapib (nann6): Fighter-bomber training regiment, kiképző vadászbombázó (Instruktsionniy AviaPolk Istrebiteley-bombardirovshikov)	orap (opan): ezred Independent reconnaissance aviation regiment, önálló felderítő ezred (Otdelniy Razvedivatelniy AviaPolk)
IAS (HAC): Aviation engineer service, mérnöki repülő szolgálat (Inzheneremaya Aviatsonnaya Sluzhba)	orae (opaa): Independent reconnaissance aviation squadron, önálló felderítő század (Otdelnaya Razvedivatelnaya AviaEskadrilya)
ibap (nöan): Fighter-bomber aviation regiment till 1976, vadászbombázó ezred 1976-ig (Istrebitelno-Bombardirovotshniy AviaPolk)	ops (onc): Independent liaison regiment, önálló híradó ezred (Otdelniy Polk Svyazi)
KDP (KHII): Control tower, irányítótorony (Kommando-Dispetchemiy Punkt)	osae (ocaa): Independent mixed aviation squadron, önálló vegyes század (Otdelnaya Smeshannaya AviaEskadrilya)
MD (Mfi): Mechanized division, gépesített hadosztály (Mechanizirovannaya Diviziya)	otao (orao): Independent transport aviation flight, önálló szállítóraj (Otdelniy Transportniy AviaOtryad)
NBAD (HBAH): Night bomber aviation division, éjszakai bombázó hadosztály (Notshno-Bombardirovotshnaya AviaDivisiya)	pmp (min): Bridge building regiment, hídrakó ezred (Pontonno-Mostoviy Polk)
nbp (tiöaii): Night bomber aviation regiment, éjszakai bombázó ezred (Notshno-bombardirovotshniy Aviatsonniy Polk)	pf (pf, Hungárián word): Post office box, field post number of Hungárián units (Postafiók, tábori kódszám az egységek titkos azonosítására)

PP(nn):

Field post number used for Identification of Soviet units, when not in Railway brigádé, vasúti dandár (Zheleznaya Brigada) USSR, szovjet ezredek postafiókszáma (Polevaya Potshta)

PrikVO (ИрѡBO):

Carpathian military district, kárpátú katonai körzet (Prikarpat'skiy Voyennyi Okrug)

ShAD (IIIAXI):

Assault aviation division, csatarepülő hadosztály (Shturmovaya Aviatсионnaya Diviziya)

ShAK (ÚJAK):

Assault aviation corps, csatarepülő hadtest (Shturmoviy Aviatсионniy Korpus)

shap (maii):

Assault aviation regiment, csatarepülő ezred (Shturmoviy AviaPolk)

SAK (CAK):

Mixed aviation corps, vegyes repülő hadtest (Smeshaniy Aviatсионniy Korpus)

sáp (can):

Artillery regiment, tüzérezred (Strelkovo-Artillery Polk)

SD (CA):

Rifle division, lövész hadosztály (Strelkovaya Diviziya)

TETsh (T3H):

Technical usage unit, időszakos hangár (Technitshesko- Ekspluatazionnaya Tshast')

VA (BA):

Air army, légi hadsereg (Vozdushnaya Armiya)

VDD (BM):

Airborne division, légideszant hadosztály (Vozdushno-Dessantnaya Diviziya)

WS (BBC):

Soviet Air Force, a Szovjet Légierő (Voyenno-Vozdushniye Sili)

YuGV (IOrB):

Southern Group of Forces (Hungary 1956-1991), Déli Hadseregcsoport (Magyarországon 1956-1991 között) (Yuzhnaya Gruppá Voysk)

ZenAD (3eiiA/):

Anti-aircraft artillery division, légvédelmi tüzérhadosztály (Zenitno-Artillerskaya Diviziya)

ZGV (3rB):

Western Group of Forces (Germany from 1989), Nyugati Hadseregcsoport (Zapadnaya Gruppá Voysk),

ZKP (3KI):

Spare (underground) commanding point, földalatti irányítóközpont (Zapasniy Kommandniy Punkt)

ZRK (3PK):

Anti-aircraft rocket complex, légvédelmi üteg (Zenitno-Raketniy Komplex)

zrp (3pn):

Anti-aircraft rocket complex, légvédelmi üteg (Zenitno-Raketniy Komplex)

## General information / Általános információk

## Soviet airbases and units (1944-1991) / Szovjet bázisok, egységek (1944-1991)

This book contains information on several bases/sites in Hungary and in Austria which are in connection with Soviet military aviation. We have a huge number of airbases, five heliports, two spare aerodromes with concrete runways, several spare and operational airfields, some helicopter landing sites, a small number shooting and bombing ranges, one liaison base and an Air Army HQ.

Soviet Air Force (1944-1945) / A szovjet légierő 1944-1945-ös jelenléte

Hungary and Austria, as the satellites of the German Empire in World War II., had been bombed by the members of the Alliance, sometimes even by Soviet units. It is really hard to say something about the content of these air forces as the units were constantly changed within the structure. For this reason the units and their sites given below can differ in different sections of the invasion. The 5. VA and 17. VA had 22 divisions, 61 regiments: 28 fighter regiment (791 aircraft), 18 assault regiments (640 aircraft), 7 night bomber regiments (192 aircraft), 6 day bomber regiments (171 aircraft), 3 reconnaissance regiments (102+ aircraft).

The 2. Ukrainian Front was helped by 5 BA /Air Army/ (1100 planes, commander: Aviation Gén. S. Goryunov)

### 3. Yasskiy GvIAK

#### 6. Donetskaya GvIAD

31. Nikopolskiy gvap - Yak-3/9

73. Stalingradskiy gvap - Yak-3/9 (Debrecen, Budapest, Bratislava, Wien, Bmo)

85. Sevastopolskiy gvap - Yak-3/9 (Hungary)

#### 14. Kirovogradskaya GvIAD

177. gvap - La-5 (Debrecen, Budapest, Austria)

178. gvap - La-5, La-7 (Debrecen, Budapest, Austria)

179. Transilvanskiy gvap - La-5/7 (Debrecen, Budapest, Austria, Prague)

#### 13. Poltavsko-Aleksandriskaya GvIAD

149. gvap - Yak-3/9 (Kecskemét, Hatvan, Reindorf)

150. gvap - Yak-3/9 (Hungary, Austria)

151. gvap - Yak-3/9U (Hungary, Austria, Czechoslovakia)

### 5. Vinitzeyskiy GvShAK

#### 4. Kievskaya GvShAD

90. Starokonstantinovskiy gvshap

-11-2

91. Wladimir-Wolinskiy gvshap -

11-2

92. Kamentz-Podolskiy gvshap -

11-2 264. Kievskaya ShAD

235. Proskurovskiy shap -11-2 451.

Kamentz-Podolskiy shap -11-2 809.

Kamentz-Podolskiy shap -11-2 331.

Lvovskaya IAD

122. iap-La-5 179. Yaroslavskiy iap

?. iap

### 3. GvShAK

#### 7. GvShAD

130. gvshap -11-2

131. gvshap -11-2 (Szarvas)

132. gvshap -11-2

### 12. Roslavskeya GvShAD

187. gvshap -11-2

188. gvshap -11-2 190. gvshap -11-2

#### 279. GvIAD

92. iap 192. iap 486. iap

The 3. Ukrainian Front (commander: Marshall Tolbukhin) was helped by 17 BA

/Air Army/, (commander: Aviation General Sudyets, deputy: A. Ye. Slatostvetov)

10. Odesskiy ShAK (HQ: Kiskunlacháza)

31. Nizhnedneprovskiy iap -La-7 (Zombor, Budapest, Sopron, Gerasdorf, Fischamend) 116

Ismailskiy iap (Tököl)

164. Galatzkiy iap - La-5/7 (Tököl)

#### 295. Moskovskiy IAD



La-5FN, 178. gvap, near Budapest 1945

La-5FN, 178. gvap, Budapest mellett, 1945

#### Direct divisions of 5. VA 218. BAD

48. bap - A-20 Boston

216. bap - A-20 Boston

452. bap - A-20 Boston (Debrecen, Dec 1944)

453. bap - A-20 Boston 312. Znamenakaya NBAD

392. Yassiy nbap - Po-2

930. Komsomolsko-Transilvanskiy nbap - Po-2

992. Tsherkasskiy nbap - Po-2 Direct regiments

of 5.VA 511. Yasskiy orap ?. oap-GVF ?. osanp



1945

Általános áttekintés: Szovjet repülőegységek először a második világháború alatt jelentek meg hazánk és Ausztria légtérében. A 2. Ukrán Front alá rendelt 5. Légi Hadsereg, a 3. Ukrán Front 17. Légi Hadserege és a 4. Ukrán Front 8. Légi Hadserege vonultak át Magyarországon és nyugati szomszédunkon. 1944 decembere után a 18. Légi Hadsereg, a Dálnaja Aviacija (Nagy Hatótávolságú Repülőerők), és a PVO (a szovjet légvédelem) egyes alakulatai is megjelentek térségünkben. Ahogy a front fokozatosan nyugat felé haladt, úgy települtek tovább az ezredék, századok. A háború végén csak a 17. Légi Hadsereg alakulatai maradtak nálunk, melyek 1945 május-július között fokozatosan hagyták el a Kárpát-medencét.

136. ShAD (HQ Tököl)  
 210. Sevastopolskiy shap -11-2 (Kiskunlacháza, Götzenhof)  
 707. shap -11-2  
 715. Kamenetz-Podolskiy shap -11-2 (Tököl)  
 306. Nizhnedneprovskaya ShAD (HQ: Wiener Neustadt)  
 595. shap -11-2 (Wiener Neustadt),  
 672. Galatzkiy shap -11-2 (Tököl, Wiener Neustadt)  
 951. Nizhnedneprovskiy shap -11-2 (Tököl, Wiener Neustadt)  
 995. Ismailskiy shap -11-2 Direct divisions of 17. VA  
 189. ShAD  
 615.shap  
 639. shap (Hungary)  
 989. shap  
 10. Voronezhsko-Kiyevskaya ShAD 236. Lvovskaya IAD (Hungary)  
 288. Pavlogradskaya IAD (Tököl, Börgönd, Székesfehérvár)  
 611. Peremyshskoy iap - Yak-1/3/9 (Tasár, Madocsa, Börgönd, Csákvár,  
 Seregelyes, Kiskunlacháza, Pápa, Papoltz, Trausdorf, Münchendorf)  
 659. Galatzkoy iap - Yak-3/9 (Székesfehérvár, Börgönd, Austria) 866.  
 Ismailskoy iap - Yak-3 (Hungary, Austria)  
 897. Kishinyevskiy iap - Yak-3/9T (Börgönd)  
 194. IAD  
 56. iap  
 530. iap - La-5 848. iap

The 4. Ukrainian Front was facilitated by 8 BA /Air Army/, (commander: Aviation Lt- Gen. Zhdanov).

10. Stalingradsko-Karpatkiy GvIAD (HQ Beregovo)  
 10. Stalingradsko-Karpatkiy GvIAD (HQ: Broslav)  
 111. Stalingradskiy gvap - La-5F/FN/7  
 112. Kamenets-Podolskiy gvap - Yak-3/9, La-5  
 113. Karpatkiy gvap - La-5FN/7  
 15. Stalingradskaya GvIAD (HQ: Mukatschevo)  
 3. Rostov-na-Donskoy gvap - La-5F/FN/7  
 180. Stalingradskiy gvap - La-5/7  
 181. Stalingradskiy gvap - La-5  
 8. Lvovskiy ShAK (HQ Gustu)  
 224. ShAD (HQ Stryi):  
 571. Ostropolskiy shap -11-2 ?, shap -11-2 ?, shap -11-2  
 227. Berditshevskaya ShAD ?, shap -11-2 ?, shap -11-2 ?, shap -11-2  
 From the end of December 1944, units of 18. BA (Air Army) were commanded to missions  
 over Hungary, too. The leader of 18. VA was Aviation Marshall Golovanov.  
 1. Smolenskiy GvBAK  
 11. Orlovskaya GvBAD  
 2. Smolenskiy gvbp - II-4/B-25 'Mitchel'  
 2. Bryanskiy GvBAK  
 7. Sevastopolskaya GvBAD  
 9. Poltavskiy gvbp - II-4F  
 21. Kirovogradskiy gvbp - II-4F  
 13. Dnepropetrovskaya GvBAD  
 224. Rhevskiy gvbp -11-4 18. Orlovskaya GvBAD  
 327. bap - Yer-2  
 328. bap - Yer-2  
 329. bap - Yer-2 332. bap - Yer-2  
 4. Gomelskiy GvBAK  
 5. Gomelskaya GvBAD  
 14. Smolenskiy gvbp - B-25 'Mitchel'  
 238. Sevastopolskiy gvbp - B-25 'Mitchel'  
 251. gvbp - B-25 'Mitchel' (in Hungary in 1945)



A-20G of 861. gvbp in Hungary in 1945 A-20G a 861. gvbp-ből Magyarországon, 1945

Direct divisions of 17. VA (2. part)

244. Losovskaya BAD

260. bap - A-20 Boston

371. bap- A-20 Boston 449. bap - A-

20 Boston 861. bap - A-20 Boston

262. Losovskaya NBAD (Perkáta)

370. nbap - Po-2 734.

nbap - Po-2 993. nbap - Po-2

Direct regiments of 17. VA

26. Kishinevskiy ops (Szabadszállás) 39.

Nikopol'skiy odrap - Pe-2R 96. okrap

26. Krivoy-Rog oap-GVF 207.

Bukareshlikiy ogv.aps ? osanp

Direct divisions of 8. VA

21. BAD (HQ Ivano-Frankovsk)

242. bap - A-20 Boston 22. gvbp - A-

20 Boston ?, bap

Direct regiments of 8. VA:

8. Melitopolskiy odrap - Pe-2R

100. Sevastopolskiy okrap

87. Stalingradskiy ogvap-GVF

Li-2, C-47, Po-2

678. otap

5. osanp

8. ops

10. utap

214. oaes

400. oaes

10., 23., 30., 33. rab

TIBO (PVO) units in Hungary and Austria.

141. IAD-PVO: (January 1945 in Debrecen)

586. iap-PVO (Debrecen, Budapest, Wien) 631.

iap-PVO - P-39 Airacobra 908. iap-PVO - P-39

Airacobra

126. IAD-PVO: (May 1945 in Wien)

833. iap-PVO (till April 25, 1945 Budapest)

Other units seen in Hungary:

749. shap -11-2 (Székesfehérvár)

898. iap (Börgönd)

165. Stanislawskiy gvshap (Zombor, May 9, 1945)

Dalnaya Aviatsiya units were as well deployed:

58. gvbp 244. bap 185. gvbp

# Soviet Air Force in Hungary and Austria (1945-1949) / A szovjet légierő 1945-1949 között

2.VA (HQ: Wien-Liesing), (commander: Lt-Gen. Krasovskiy)

6. Lvovskiy GvBAK (HQ: Aspem)

I. Kirovogradskaya GvBAD (HQ: Aspem)

80. Czenstohovskiy gvbap (Aspem), Pe-2

81. Krakovskiy gvbap (Aspem), Pe-2

82. Berlinskiy gvbap (Aspem), Pe-2

8. Tsherkasskaya GvBAD (HQ: Strasshof)

160. Vislenskiy gvbap (Strasshof), Pe-2

161. Tsherkasskiy gvbap (Götzenhof), Pe-2

162. Vislenskiy gvbap (Strasshof, 1947 Tököl), Pe-2

4. BAK (June 1945-March 1947 Feriehgy, then Tököl, 1947 disbanded)

202. Sredne-Donskaya BAD (June 1945-March 1947 Feriehgy, then Tököl), Pe-2 36. Berlinskiy gvbap

(June 1945-March 1947 Feriehgy, then Tököl), Pe-2 18. bap (June 1945-March 1947 Feriehgy, then

Tököl), Pe-2 797. bap (June 1945-March 1947 Feriehgy, then Tököl), Pe-2 219. BAD (Kiskunlacháza?)

6. bap, Pe-2 (Kiskunlacháza?)

35. bap, Pe-2 (Kiskunlacháza?)

38. bap, Pe-2 (Kiskunlacháza?)

2. Vladimir-Volinskii GvShAK (Veszprém)

6. Saporoshy GvShAD (Székesfehérvár, 1946 withdrawn?)

108. Rava-Russkiy gvbap 11-10 (? February 1946 Yaroslavl?)

109. Vladimir-Volinskii gvbap 11-2 (Székesfehérvár, February 1946 Yaroslavl?)

110. Vislenskiy gvbap 11-2 (? February 1946 Yaroslavl)

II. GvIAD (Veszprém)

5. Berlinskiy gviap La-5FN (Veszprém)

106. gviap, Yak-9 (Veszprém?, 1947 withdrawn)

107. gviap, La-7 (Veszprém?, 1947 withdrawn)

5. GvShAD (Csákvár?)

93. gvbap, 11-2 (Hungary, 1947 withdrawn?)

94. gvbap, 11-2 (Hungary, 1947 withdrawn?)

95. gvbap, 11-2 (Hungary, 1947 withdrawn?)

5. IÁK

8. GvIAD (Hungary)

40. gviap, La-7 (Hungary)

41. gviap, La-7 (Hungary)

88. gviap, La-7 (Hungary)

256 IÁD

32. iap, Yak-9 91. iap, Yak-3 173. iap, Yak ?

6. GvIAD (Kirchberg, Trausdorf)

9. GvIAD (Kirchberg, Trausdorf)

16. Sandomierskiy gviap, P-63 (Kirchberg, Trausdorf)

100. Czenstohovskiy gviap, P-39, P-63 (Absdorf, Trausdorf)

104. Krakovskiy gviap, P-39, P-63 (Absdorf, Fels)

22. Kirovogradskiy GvIAD (1947 disbanded)

212. Yaroslavlkiy gviap, P-39, P-63 (?),

213. Oderskiy, P-39, La-9 (Tülin,

Stockerau, Pamdorf, 1947 to 9. GvIAD)

129. Sandomierskiy gviap, P-39, P-63

A (?)

23. GvIAD (Fels, 1947 disbanded)

69. gviap, P-39 (Fels)

21. gviap, P-39 (Fels)

211. gviap, P-39 (Fels)

1. GvShAK (20 km from Vienna, 1947 withdrawn)

12. GvIAD

139. gviap, Yak-9

152. gviap, Yak-9

153. gviap, Yak-7 156. gviap, Yak-9

From June 1945 to February 10, 1947 was only a temporary time, Hungary and Austria were regarded as a whole one and the Central Group of Forces was established on their territory with a HQ in Baden near Wien. By the end of July 1945 most units of 2 VA /of the former 1. Ukrainian Front/ moved to Hungárián and Austrian bases from the vicinity of Dresden, Poland and Czechoslovakia to replace 17. VA of 3. Ukrainian Front. In 1945 some former 16.VA units arrived in Austria and Hungary, too, while others of 2.VA left. 2.VA units based in Hungary and Austria in August 1945 can be seen beside.

So my readers may have noticed, this period is a real mess of shifts as units were continuously changed. Hundreds of aircraft and crews were temporarily based in the territory of Hungary and Austria. Until 1947-1949 many units were disbanded or withdrawn. But only the withdrawal dates of assault units remain totally unclear and unknown.



A Soviet Po-2 in 1945-46 in Hungary Egy szovjet Po-2 1945-46-ban hazánkban

Soviet airbases in 1945:

Absdorf, Aspem, Bad Vöslau, Börgönd, Debrecen, Csákvár, Fels, Feriehgy, Fischamend, Götzenhof a. d. L., Kirchberg, Kiskunlacháza, Kunmadaras, Münchendorf, Taszár, Tököl, Trausdorf, Tülin, Pápa, Pamdorf, Sárnellek, Stockerau, Strasshof, Székesfehérvár-Tác, Szolnok, Unterwaltersdorf, Veszprém, Wiener-Neustadt, Zwölfaxing.

1945. május-júliusban a még Németország, Lengyelország, és Csehszlovákia területén lévő 2. Légi Hadsereg törzsét Baden bei Wien-be helyezték, alakulatait pedig magyarországi és osztrák betonos és tábori repülőtereken szállásolták el (több, mint hatvan ezred és század, több, mint huszonöt repülőtér). A 2. LH a Baden parancsnoksággal létrehozott Központi Hadseregcsoporthoz alárendeltségébe került, s a következő reptereken települt gépei: Absdorf, Aspem, Bad Vöslau, Börgönd, Debrecen, Csákvár, Fels, Feriehgy, Fischamend, Götzenhof, Kirchberg, Kiskunlacháza, Kunmadaras, Taszár, Tököl, Trausdorf, Tülin, Pápa, Pamdorf, Sárnellek, Stockerau, Strasshof, Székesfehérvár, Szolnok, Unterwaltersdorf, Veszprém, Wiener-Neustadt, Zwölfaxing. ►

8. GvShAD (Szolnok?)  
 140. gvshap, 11-2  
 142. gvshap, 11-2  
 143. gvshap, 11-2
9. GvShAD (Szolnok?)  
 141. gvshap, 11-2  
 144. gvshap, 11-2 155. gvshap,  
 11-2
2. IAK(? 1947 withdrawn)  
 7. GvIAD (Veszprém, 1947 Kokaity)  
 1. gviap, Yak-9 (Veszprém)  
 89. gviap, Yak-9 (? 1947 Kokaity)  
 115. gviap, Yak-9 (Veszprém, 1947 Kokaity)
322. IÁD  
 2. gviap, La-7  
 482. iap, La-7 937.  
 iap, La-7
3. ShAK (? 1947 withdrawn)  
 181. IÁD  
 355. iap, Yak-1 ? iap, ?  
 ? iap, ?
308. ShAD (Austria)  
 135. shap, 11-2 624.  
 shap, 11-2 948. shap,  
 11-2
7. ShAD (Unterwaltersdorf)  
 154. gvshap (Unterwaltersdorf), 11-2 621. shap  
 (Unterwaltersdorf), 11-2 893. Vitebskiy shap  
 (Unterwaltersdorf), 11-2

Direct units:  
 23. ap-GVF (Bad Vöslau), Li-2  
 193. ograp, Pe-2  
 98. gvdrap, P-39  
 118. krap  
 203. krap  
 228. trap  
 4. sanap  
 1002. oaps  
 208. NBAD (withdrawn 1946).

The 2. VA was reinforced by some  
 fighter units of 16. VA in May/June  
 1945.  
 273. Gomelskaya IÁD  
 30. gviap (P-39)  
 67. gviap (P-39, P-63)  
 352. iap (P-39)  
 These units were disbanded and  
 removed to USSR territory in early  
 1947.

Between 1947-53 Pe-2s of 674. gvabp were  
 appointed for reconnaissance missions over Western  
 Austria. During such a mission Pe-2 of T. P.  
 Punyov was caught by American or British  
 interceptors and was escorted to its base in  
 Strasshof. Normál Pe-2s were equipped with  
 cameras for such sorties.

The 4. GvBAK units used  
 Mistelbach as a day bombing range and  
 Mosonmagyaróvár as that for night bombing  
 tasks.

## Soviet Air Force (1949-1955) / A szovjet légierő 1949-1955 között<sup>59</sup>. VA (HQ: Wien-Liesing)

4. Lvovskiy GvBAK (HQ: Aspm, June 1952 Debrecen, 195? disbanded, divisions direct under VA)  
 164. GvBAD (HQ: Aspm, July 1955 Melitopol, under 48. VA)  
 654. Berlinksiy gvabp (Aspm, July 1955 Melitopol)  
 748. Krakkovskiy gvabp (Zwölfaxing, early 1952 Debrecen, July 1955 Melitopol)  
 819. gvabp (Aspm, July 1955 Melitopol)
8. GvBAD (HQ: Strasshof, June 1952 Debrecen)  
 674. Vislenskiy gvabp (Strasshof, June 1952 Debrecen)  
 727. Tsherkasskiy gvabp (Götzendorf, June 1952 Debrecen)  
 880 Vislenskiy gvabp (Tököl)
6. GvIAK (HQ: Bad Vöslau?, 1949 Wiener-Neustadt, 195? withdrawn, divisions direct under VA)  
 9. GvIAD (Wiener-Neustadt, 1949-50 withdrawn, replaced by ? GvIAD)  
 689. Sandomirskiy gviap (Strasshof, Pápa, Strasshof, October 1952 withdrawn to Nivenskoje) ex-100. gviap (Wiener-Neustadt)  
 ? gviap (Parndorf, 1951 Wiener-Neustadt)
195. GvIAD (HQ: Pápa)  
 5. gviap (Pápa)  
 1. gviap (Veszprém)  
 515. iap (1949 Tököl)
330. IÁD (HQ: Kecskemét March 1, 1952, Strasshof October 15, 1952)  
 927. iap (Kecskemét March 15, 1952, Strasshof November 20, 1952)  
 116. iap (Tasár March 1, 1952, Aspm October 15, 1952)
- 201?. otao (Bad Vöslau)  
 93. ograp ? (Bad Vöslau)  
 ? ops (Debrecen)  
 oazbvm (Götzendorf, 1952 Debrecen)

1949-ben a badeni székhelyű Központi Hadsergecsoport (KHDSCS) Légi Hadsergét (Wien-Liesing) 2-ről 59-re számozták át. Ekkor egy nagyarányú átszervezés  
 hajtottak végre: bizonyos egységeket kivontak, megszüntettek, másokat áttelepítettek, átcsoportosítottak, egy részüket átszámolták. A ritka források szerint végül  
 egy bombázó -, és egy vadászhadtest maradt a hadseregben. 1955 szeptemberében létrehozták az ún. Különleges Hadtestet Szekesfehérváron, a már korábban itt és  
 Ausztriában települő egységek egy részéből. Bár a szovjet fél pl. Kiskunlacháza, Szolnok kiürítését is kérte az Ausztriából áttelepítendő egységek részére, valójában  
 csak Tököltre érkezett egy szállítóalkulat, és a 93. ograp. Változás a megszokott módon mindössze néhány egység hadrendi számában történt. 1956-os  
 forradalmunk során az 1. gviap MÍG-17F gépei Dunapenténél légvédelmi állásokat támadtak, míg a 177. GvBAD, és a november 4-én este érkezett 239. gvap Li-2-  
 i a szovjet családok kimenekítését, Mi-4-i röplapok zórását folytatták. ►

## Soviet Air Force (1955-1957) / A szovjet légierő 1955-1957 között

The Austrian State Treaty negotiations were concluded on May 13, 1955. The foreign ministers of the Big Four (Dulles, MacMillan, Pinay, and Molotov) arrived in Vienna, and their signatures, along with Dr. Figl's and the Ambassadors' were placed on the Austrian State Treaty at the Belvedere Palace, in Vienna on Sunday, May 15, 1955, and its official title is 'State Treaty for the Re-establishment of an Independent and Democratic Austria, BGBl. No. 152/1955'. By October 19, 1955 all the foreign armies had withdrawn from Austrian soil. A so-called Osobyi Korpus /Special corps/ (HQ: Székesfehérvár) was formed in Hungary in September 1955. The Air Force HQ of OK was based to Székesfehérvár in September, 1955, too. On May 31, 1955 Hungarian Defense Minister István Bata presented the idea of Soviets to the Hungarian Party Committee, that a fighter division (three regiments) and a reconnaissance regiment were to be based to Hungary from Austria. In fact, only 93. ograp arrived in Hungary. Commander of OK was Lt-Gen. Pyotr N. Lashchenko and Chief of Staff was Maj-Gen. G. A. Shelbanin.

In the night of October 23/24, 1956 the 195. GviAD and 177. GvBAD were both alerted. After the start of Operation 'Vihár' on November 4, two more Armies (from OdVO, PrikVO) were based in Hungary with eleven ground divisions, plus two airborne divisions and other independent units. The 38. OA, the

8. MA and the Osobyi Korpus all reported to the GKOVs (HQ of United Military Powers, HQ: Szolnok, commander: Marshall I. S. Konyev). Altogether Soviet Army had 60.000 soldiers and

officers in Hungary. The Operation started at 00 am. November 4, to the signal 'Grom' (Thunder). I also have to mention that two airborne divisions were involved using Li-2 and Il-12 planes: 7. GvVDD (Szolnok, fifty-four Li-2s, forty-five Il-12s), 31. GvVDD (Szolnok). Besides the air units of Osobyi Korpus, one bomber division (about ninety-eight Il-28s) of PrikVO and 275. IAD (around fifty-nine MiG-15s/17s) from Estonia were also on duty. Between October 24-November 24 the 195. GviAD had carried out 570 sorties: 23 air covers of airports, 38 combats, 15 interceptions, 96 flying patrols, 140 reconnaissance missions, 143 air covers of ground units, 16 escorts, 99 relocations. Four Tu-4s of 43.VA based at Borispol/Kiev were put on hot-alert on October 30. On November 3 the heavy bombers led by squadron leader Lt-Col. Semenyovych took off at 23.40, heading for Budapest with a bomb-load of 3.000 kg each (two FAB-500s and eight FAB-250). The combat order was to bomb the HQ of the Hungarian fighters on the Pest side at the so-called 'Corvin-kör'. When the bombers were only 450 km from the target (about to cross the Romanian-Hungarian border) the order was, fortunately, cancelled, and the Tu-4s returned to their bases.

On November 4, 1956 the 239. gvtap was based in Debrecen. On November 24, 1956 Marshall I. S. Konyev revealed that the Soviet government had decided to establish YuGV (Southern Group of Forces) from most of the units which had participated in the operations. On May 28, 1957 a contract was signed between Hungary and the SU on the status of Soviet forces in Hungary.

## Soviet Air Force in Hungary (1957-1991) / A szovjet légierő

1957-1991 között59. VA (from 1968 36. VA, Budapest-Mátyásföld)

195. Dnepropetrovskaya GviAD (HQ: Pápa, 1957 Tököl, 1968 11. GviAD),

5. Berlinskiy gviap (Pápa, from 1960 Sármellék)

515. Pomeranskiy iap (Veszprém, from 1960 Tököl)

1. Krasnoznameniiy gviap (Kunmadaras, 1963 gviap, direct under 59.VA)

14. Leningradskiy gviap (from August 1960, Kiskunlacháza)

275. IAD (HQ: Kiskunlacháza, August 1960 withdrawn)

14. Leningradskiy gviap (Kálcso, August 1960 under 195. GviAD)

? iap (Kiskunlacháza, August 1960 withdrawn)

? iap (Szolnok, 1960 withdrawn)

177. Tsherkasskaya GvBAD (HQ: Debrecen, 1960 disbanded)

727. Tsherkaskiy gvbap (Debrecen, 1960 direct reporting unit)

880. Vislenskiiy gvbap (Kunmadaras, 1960 renamed to 315. ograe)

674. Vislenskiiy gvbap (Debrecen, 1960 renamed to 97. ograe)

Direct reporting units:

239. gvtap (Debrecen, withdrawn November 1959)

396. Volgogradskiy gvtap (Kálcso November 1959)

201. Stalingradskiy osae (Tököl)

328. Vislenskiiy ograp (1977-1991 Kunmadaras, from 315. orae, 97. ograe) 315. ograe

(Kunmadaras 1960-September 1977, intö 328. ograp)

97. ograe (Debrecen 1960-September 1977, intö 328. ograp)

727. gv. obap (Debrecen 1960-July 10, 1987)

1. gviap (Kunmadaras, 1963 a direct unit) oazbvm (Debrecen -1979, Kunmadaras 1979 - 1984)

93. ograp (? 1960 withdrawn or disbanded)

Between July 1-October 1, 1961 the 5. gviap and 47. Fighter Regiment of the HuAF changed places. On January 10, 1962, at 10 o'clock p.m. HuAF (Code name: OepMa) took over the air defense tasks from 59. VA. At the beginning of the 1960s János Kádár, leader

of Hungary agreed on locating Soviet nuclear heads in Hungary. Thus 4 special warehouses were located in Császár, Tótvázy, Tab (containing strategic missile heads) and Kunmadaras (nuclear bombs and air-to-ground missiles).



Officers of AF of YuGV in 1965 at the HQ gate ADHDS  
Légierő tisztjei 1965-ben Mátyásföldön

Ezzel egy időben a Kárpáti Katonai Körzet Il-28-as egy bombázó hadosztálya és egy vadászhadosztálya (MiG-15/17) is készültébe lépett. 1956 november elején a budapesti Corvin-körz a 43. Légi Hadsereg Tu-4-i vei akarták támadni a szovjet stratégák. A gépek két-két OFAB-500 és nyolc-nyolc OFAB-250-es bombát terveztek ledobni a rebellis göcra. A Szezonovih alezredes vezetése alatt útnak indult nehézbombázókat csak a román-magyar határ átrepülése után, Nyíregyháza körzetéből hívták vissza. 1956. november 4-én Debrecenbe került a 239. gvtap Li-2 és Mi-4 gépekkel. Az utóbbiak röplapok szórását is végezték, és egy le is zuhant közülük (piros 33-as fedélzeti számmal), három ember halálát okozva. 1956 novembereben (1957. május 28-án írta alá hazánk és a SzU a vonatkozó szerződést) létrejött a Déli Hadseregszáz, Budapest-Mátyásföld parancsnoksággal, a már itt lévő egységek széttelepítésével, és egy újabb vadászhadosztály megerősítésével. ►



According to a document regarding a joint practice on June 21-27, 1965, 1. gvapib had thirty Su-7B/BMs (fifteen capable of carrying nuclear weapons), 727. gvobap had thirty-three Il-28s (ten capable of carrying nuclear weapons), 97. ograie had ten Il-28Rs, 315. orae had fourteen MiG-15R/UTIs, 195. GvIAD had ninety-six MiG- 21PFs, ten MiG-19Ps, fifteen MiG-17PFs, and six Tu-16s were also involved in the exercise (trainers are not included). During the exercise, 1. gvapib "used" three 200-kt nuclear bombs against the 'Ariette' Italian Tank Division, and 727. gvobap "used" two 200-kt nuclear bombs against the 'Centurio' Italian Tank division.

In 1968, the 59. VA was renumbered to 36. VA, while 195. GvIAD was re-numbered to 11. GvIAD as well. The regiments were modernized by changing aircraft. The 1. gvapib, 727. gvobap, 5. gvapi, 396. gvovp, 315. orae and 97. ograie took part in the fight against the uprising in Czechoslovakia (with 177 machines out of 286 aircraft and helicopters in total), and collectively wore two

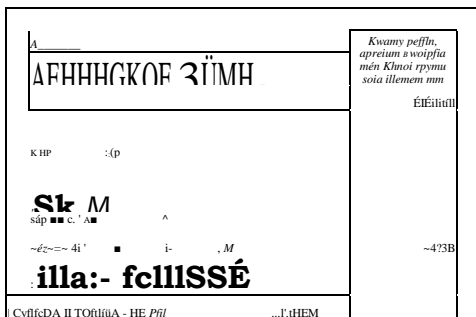
red stripes around the fuselage. Col-Gen. Provalov, commander of YuGV informed leaders of Hungarian Army on July 24, 1968: 'The aim of the exercise (= attack) is to help the Czechoslovakian people beat down the counter-revolution'.

Until June 1989 the 13. GvTD was withdrawn. On October 27, 1990 Army General B. Moyseyev said in his Brussels interview that all nuclear arms had been removed from Hungary before the spring of 1990. In November 1990 the 254. MSD was withdrawn and at the beginning of 1991 the 93. GvMSD left. The last units departed before June 11, 1991 and the General Staff left on June 19, 1991. On June 27, 1991 an agreement was signed in the city of Krasnodar that YuGV be disbanded on the very day.

From November 1956 the YuGV had a black-and-white daily paper, the 'Leninskoye Znamya' (Banner of Lenin, not published on Sundays). Its last issue (see below) of February 28, 1991 contained remembrances by correspondents and other employees.

li|ABME/IEK  
"HABAPKA"  
TEKE/lb^

1963: 195. GvIAD - 20 MiG-21F-13s, 20 MiG-19P/Ss, 10 MiG-17PFs, 40 MiG-17Fs, 1965: 727. gvbp - 33/6 11-28/ Us, 1. gvapib - 30 Su-7B/BM/Us, 315. orae, 97. ograie - 24MiG-15Rs, Il-28R/Us, 195. GvIAD -121 MiG-21. 1968: 285 helicopters, and aircraft. 727. gvbp - 33/4 Il-28/Us, 1. gvapib - 31/4 Su-7B/BM/Su-7Us, 12/5 MiG-17F/MiG-15UTIs, 396. gvovp - 12 Mi-6s, 26 Mi-4s. 11. GvIAD - 1/5 An-14/MiG-21PFs, S. gvapi - 38/6 MiG-21PF/Us, 14. gvapi - 35/2 MiG-21PF/Us, 515. iap - 33/7 MiG-21PF/Us, 315. orae - 11/3 MiG- 21 R/Us, 97. ograie: 9 Yak-28Rs, 201. osae - some 14 aircraft. One hundred and seventy-seven of these were used in the fight against the Czechoslovakian up-rising. August 1990: 111 combat aircraft, 10 transport helicopters, 8 transport aircraft.



The cover page of the last issue of Leninskoye Znamya, the daily paper of YuGV. A DHDSCS napilapjának, a Leninskoye Znamja-nak utolsó lapszáma

1960- ban megszűnt a bombázó hadosztály, így a 727. ezred közvetlen a Légi Hadsereg alárendeltségébe került. 1961- ben az 5. gvapi helyet cserélt a 47. magyar ezreddel. Három évvel később az 1. ezred vadászbombázó alakulat lett. Az 1965-ös törzsszerkezeti gyakorlaton az 1. gvapib osztrák, a 727. gvapib olasz célpontokat "támadott" atombombával. 1968-ban az 59. Légi Hadsereget 36-ra számozták át, és ő irányította a csehszlovákiai beavatkozás légi feladatait (Csákvára, majd Pozsonyba áttelepülve). 1987. július és 1991. június között az összes repülőegység távozott. 1990 tavaszáig kivonták az atomfejeket (Mojszejev hadseregtábornok: Népszabadság, 1990. október 27.). Utolsó szovjet katonaként Silov vezér ezredes (DHDSCS parancsnok) lépte át a határt 1991. június 19-én. Június 27-én Krasznodárban aláírták a DHDSCS-t megszüntető jegyzéket.

1956 novemberétől a DHDSCS napilapot adott ki Leninii Zászló néven, melynek utolsó száma 1991. február 21-én jelent meg, piros betűkkel a címlapon (lásd oldalt).

## Special shelters for aircraft/Repülőgépfedezékek

The first concrete aircraft shelters covered with earth were built between 1967-69. The last ones were established in 1990. During these 23 years they had evolved parallel to aircraft types.

The 1/16 type (see photo 1, drawing 2)

Ten of this unified hangar were built only in Debrecen in 1968-69 for ten Yak-28LUs of 727. gv.obap.

Inner basic territory: 448 m<sup>2</sup> (16 m wide, 28 m long)

Doors: made of 45 cm thick steel-concrete

Equipment: Engine-starting room, tool room, fuel system

Basic area: 1500 m<sup>2</sup>

Price in 1970: 100000 Rubels



The 2/11 type (2B/11) (see photo 3)

It was prepared for the size of MiG-21s and we can find many of them. There are 14 of them in Kunmadaras, 40 in Kiskunlacháza\*, 37 in Sármellék and 33 in Tököl. After the withdrawal of old MiG-21s, they were used for MiG-23s or MiG-27s. In Kiskunlacháza and Tököl the MiG-29s were parked outside.

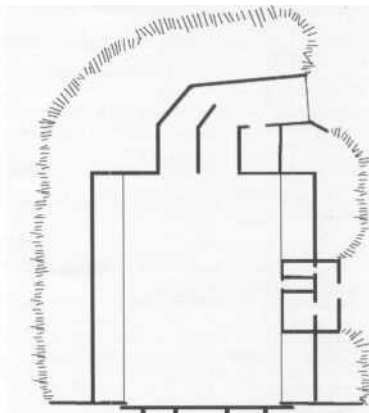
Inner basic territory: 218 m<sup>2</sup> (10, 9 m wide, 20 m long) (2B/11:10, 9mx21 m)

Doors: made of 45 cm thick steel-concrete

Equipment: Engine-starting room, tool room, fuel system

*\*10 of these are in fact 2B/11-type hangars (see photo 4, drawing 5). The shelters were lengthened by one additional segment after the new MiG-23 had arrived in 1975. The purpose of this lengthening is unknown, as the 23s would have even fitted in the shorter hangars.*

2.



The 2A/13 type (see photo 6, drawing 7)

As its name shows, it is the newer, wider version of the previous type. They were built from the beginning of the 1970s for Su-7s. There are 40 of them in Kunmadaras.

Inner basic territory: 361 m<sup>2</sup> (12,9 m wide, 20 m long)

Doors: made of 60 thick steel-concrete

Equipment: Engine-starting room, tool room, fuel system

Basic area needed: 1100 m<sup>2</sup>

Its price in 1972: 160000 Rubels

3.



The 3/16 type (see drawing 8.)

First 727. gv.obap Su-24/Ms and 328. ograp Yak-28R/PP/Us could park in 3/16 type hangars from the beginning of the 1980s, and later some MiG-29s could also be situated in them in Tököl. There are 20 of them in Debrecen, 14 in Kunmadaras, 6+2 in Tököl. At the aerodrome Kiskunlacháza we can also find four of them, but only in a half-ready state. They were to be built in 1990, but because of the political changes, they were not finished, so today these specimens lack the side-rooms, doors, earth and grass covers. (one of them is ready but the concrete floor is missing)

Inner territory: 472 m<sup>2</sup> (15,9 m wide, 29,7 m long)

Doors: are of 175 cm thick steel-concrete

Equipment: Engine-starting room, tool room, fuel system

Basic area needed: 1700 m<sup>2</sup>

Its price (in 1985): around 185000 Rubels

4.



Az első földdel fedett repülőgépfedezékeket 1967-ben építették, az utolsónak 1990-ben fogtak neki. Ez alatt a hangárak három generációja négy tőtipusban jelent meg, párhuzamosan a repülőgépek fejlődésével.

Az 1/16 típus (1. fotó, 2. rajz)

Tíz darabot készítettek belőle Debrecenben 1968-69 között a 727. gv.obap 10 atomhordozó Jak-281 gépe számára.

Belső alapterülete: 448 m<sup>2</sup> (16 m széles, 28 m hosszú)

Ajtók: 45 cm vastag vasbeton

Felszereltség: hajtóműindító, cszkóterem, üzemanyag hálózat

Külső alapterület: 1500 m<sup>2</sup> Ár: 100000 Rubel (1970)

5.



A 2/11 típus (2B/11) (3. fotó)

A MiG-21-esek méretéhez készült, sokat találhatunk belőle az országban. Kunmadaras repteren 14, Kiskunlacháznál\* 40, Sármelléken 37, míg Tökölön 33 darab van belőle. A MiG-21-esek kivonása után a MiG-23/27 változatai is elfértek benne.

Belső alapterület: 218 m<sup>2</sup> (10,9 m széles, 20 m hosszú)

Ajtók: 45 cm vasbeton

Felszereltség: hajtóműindító szoba, eszköztér, üzemanyag hálózat

*\*Ezek közül 10 darab valójában ún. 2B/11 típus (10,9 m széles, 21 m hosszú) (lásd 4. fotó, 5. rajz). Ezek az eredeti 2/11-esek egy betonszegmessel való meghosszabbításával készültek, amikor 1975-ben a MiG-23-ok megérkeztek. A hosszabbítás célja ismeretlen, hisz az új típus a régi fedezékbe is befért volna.*

A2A/13 típus (6. fotó, 7. rajz)

Mint a neve is mutatja, az előző típus szélesebb változata. A 70-es évek elején-közepén építették az újabb Su-7/17 gépeknek. Kunmadaras 40 darab van belőle.

Belső alapterület: 361 m<sup>2</sup> (12,9 m széles, 28 m hosszú)

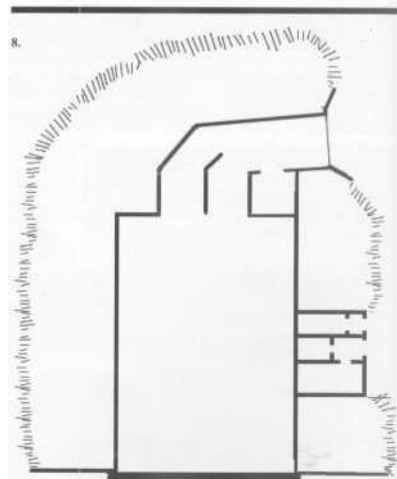
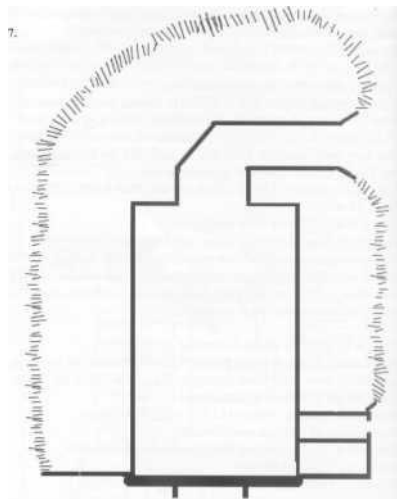
Ajtók: 60 cm vasbeton

Felszereltség: hajtóműindító szoba, eszköztér, üzemanyag hálózat Ár: 160000 Rubel (1972)

A 3/16 típus (8. rajz)

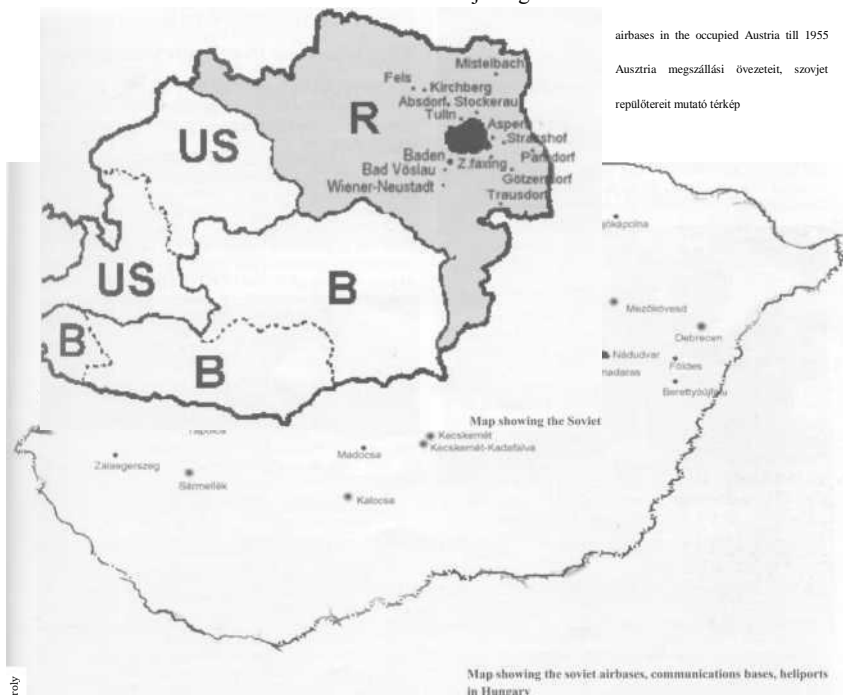
Az 1980-as évek elején kezdték építeni ezeket a nagy, újgenerációs fedezékeket a Su-24/M, Jak-28R/PP/U, majd később MiG-29 gépek részére. Debrecenben 20, Kunmadaras 14, Tökölön 6+2, és Kiskunlacháznál 4 félig kész (egyben csak az aljzatbeton hiányzik). Belső alapterület: 472 m<sup>2</sup> (15,9 m széles, 29,7 m hosszú)

Ajtók: 175 cm vastag vasbeton Felszereltség: hajtóműindító szoba, eszköztér, üzemanyag hálózat Ár: 185000 Rubel körül (1985)



**Bases, sites / Bázisok, települési helyek**

## Soviet Air Force bases / A szovjet légierő bázisai



Térkép a magyarországi szovjet repülőterekkel, helikopteres bázisokkal, gyakorlóterekkel, kommunikációs bázisokkal

## Aspern (Essling, Gross-Enzersdorf)

Exposure: 48° 13' 12" N, 16° 30' 42" E

History: This Austrian grassy airfield had been the site of the Luftwaffe till 1944.

Afterwards different units of 5., and 17. VA used the site for some operational purposes. At the very beginning of July 1945 the 6 TBap/tcHCKaa KpacH03Ha.MeHHaaz, oapaena CyBoP0Ba JIbBOBKHH BAK / Guards Red Flag, Suvorov-order Lvov Bomber Aviation Corps/ (com.: Dmitry T. Nikishin) was based here alongside with its subordinated units: 1 BaBA/I with 80 MeHCTOxOBCKHH rBOaH, 82 BejiHHCKHH rBOaH /1. Guards Bomber Division with 80, 82 guards bomber regiments/. The division's 81 KpatOBCKHH rBOaH (bomber regiment) had its base in Zwölfaxing. The units were all equipped with 42 Pe-2/Pe-2UTIs, while the Corps' command flight had A-20, Tu/Po-2.

6. GvBAK was one of the units to have taken part in the Berlin operations. The Korpus was in 2. VA of 1. Ukrainian Front. Its units were based in the following airbases: 1. GvBAD, 80. gvbp, 81. gvbp, 82. gvbp in Zhagan', Poland; 8. GvBAD, 160. gvbp, 161. gvbp, 162. gvbp in Shprotava. Staff of the GvBAK was as well based in Shprotava.

In 1949 the 6. GvBAK was renamed to 4., its resident 1. GvBAD was numbered to 164, and its regiments got new numbers, too: 80. - 819, 81. - 748, 82. - 654. gvbp. These regiments were equipped with some 28-42 Pe-2s, each. The 819.gvbp left for Debrecen in early 1952, under command of Col. Dolina (1950-52).



Aspern, in 1955 Aspern, 1955-ben

On October 10, 1952 the 116 nan /fighter regiment/ of 330. IAD moved here (MiG-15bis/UTI) from Taszár, and left in the summer of 1955 (MiG-17PF/MiG-15UTIs). The bomber forces remaining after 1952 left for Melitopol (48. VA) in July, 1955.

## Bad Vöslau (near Baden, near Wien-Liesing)

History: In 1945 the Staffs of the TzGV and 2. VA were based in Baden and Wien-Liesing (now 23th district of Vienna). In 1946 a museum of 2. VA was situated here. In February 1947 the 2. was renamed to 59. VA (59. Air Army).

Bad Vöslau met the requirements of the Staff of TzGV and housed 93 opan (independent guards recee regiment) with some 18-28 Pe-2R/UTIs and 23 an TBO (Civil Flot regiment) with Li-2/C-47s from 1945. Later 23. ap-GVF was renamed to 201 OTao (201. independent transport flight). In 1951 the 201. otao had 4 Li-2s, two of which were replaced by Il-12s on May 28, 1952. The 201. otao was renamed to osae (mixed squadron) in around 1953-54 upon receiving Mi-4s, and 1/I II-14P/T (maybe more?) and was re-based to Tököl in 1955 (?). The 93. ograp got II-28R/U in 1952 and was rebased to Hungary in 1955. The site was left in 1955.



Shelter in Bad Vöslau  
Bunker Bad Vöslauban

Berettyődfalu

Exposure: 47° 14' 15" N, 21° 28' 50" E

History: Airfield established in the 1930s with a grass runway.

From 1955 it was a reserve airfield for 59/36. VA and HuAF aviation units.

## Budapest-Mátyásföld (Cinkota)

Exposure: 47° 30' 00" N, 19° 12' 00" E Liaison codes: KopTHK (YuGV), MycTaHT (AF), JIHCtauI (hospital) History: A civil airport established before WW II. On October 1, 1947 the 1. Independent Air Squadron of HuAF was founded here. Between 1949-56 the 16. Independent Composite Squadron (later Regiment) (pf. 4722) of HuAF had been based here.

From September 1955 units of Osobyi Korpus moved to Mátyásföld (hospital at Órjárat Street, trade commandment). Chief of Staff was Maj-Gen. G. A. Shelbanin and his ree deputy was Col. Yevgeniy I. Melnikov. In November 1956 Soviet tanks >



Aspern: 1945. júniusában a 2. Légi Hadsereg 6. Gárda Bombázóhadtestje (parancsnok: D. Nyikisin ezredes) és alábbi egységei érkeztek ide Pe-2/UTI gépekkel: 1. Gárda Bombázóhadosztály, a 80., 82. gárda bombázóezredekkel a lengyelországi Zsaganból (a hadtest második, 8. Gárda-bombázóhadosztálya és 3 ezrede pedig Sprotavából érkezett a környező repülőterekre). Az egységek Pe-2 és Pe-2UTI gépet repültek. Felderítő akciók során kamerákat szereltek a bombaszekrénybe. A Hadtest parancsnoki raja további pár Po-2 futárgéppel és néhány A-20-as, Tu-2-es géppel is rendelkezett. Az egységeket 1949-ben átszámolták: 6. => 4. GvBAK, 1. => 164. GvBAD., 80. - 819. gvbp, 82. - 654. gvbp. 1951-től az alakulatok elkezdtek az II-28-ra való átképzést, amely 1954-ig zajlott. 1952 januárjában a 819. gvbp Debrecenbe települt át, mintegy helyet biztosítva a később érkező vadászalakulatoknak. Aspernben 1952. október 10-től a 116. iap települt (330. IAD), ahol teljesen új MiG-15bis/UTI (majd MiG-17) gépeket kaptak. A 116. iap 1955 nyarán távozott (MiG-17PFU-kal). A bombázóerőket 1955 júliusában Melitopolba vezérelték át, a 48. Légi Hadsereg alárendeltségébe. Bad Vöslau: 1945-ben a Központi Hadseregszázada és a 2. Légi Hadsereg parancsnokai a közeli Baden-be és Wien-Liesing-be települtek, ahol 1946-ban nyílt meg a 2. LH múzeuma. Bad Vöslau lives repülőterén Baden közelsége miatt 1945-től a 23. civil flotta ezred diszlokált C-47/LI-2 gépekkel. Ezzel párhuzamosan egy Pe-2-ekkel felszerelt önálló felderítő gárdaezred (század?) is itt települt. 1947-től a 23. ezred 201. önálló szállító raj lett, 4 db Li-2-vel. 1952. május 18-án a 201. otao kapott 2 új II-12-est, mellyel 2 Li-2-t váltott le. 1952-53-ban a 18 db felderítő Pe-2R/UTI-t 11-28-k váltották. 1953-54-ben a szállítóegységhez Mi-4-es helikopterek érkeztek, így nevük 201. vegyes repülőszázad lett. 1954-55-ben 1-1 II-14P/T-1 is kaptak. A terület 1955-ben üresedett meg, ugyanis a 201. századot Tökölre telepítették.

occupied the airfield and HQ of the YuGV and that of the Air Forces of YuGV (pp. 25687), 59. VA (pp. 86899) were based here from Tököl. It became Central airport of the HQ of YuGV. It has a grass runway and a bigger concrete parking place. The site included housing blocks, garages and filling stations.

According to documents from the Soviet-Hungarian exercise on June 21-27, 1965 steps in war would have been as follows. Step 1: YuGV and the Hungárián Army (HA) would have been commanded under South-Western Front commanded by the



Cars on the former landing plot  
Autók a korábbi helikopter-leszállón



Mátýásföld aerial photo A mátyásföldi  
helikopter-leszálló légifotója

YuGV Commander. Step 2: Certain forces of PrikVO would have reinforced South-Western Front. Step 3: Nuclear attacks against two ground divisions (Ariette and Centaurio) in Northern-Italy (Verona, Vicenza) by 727. gvbp. TzGV and Czechoslovakian Army would have been reinforced by 254. MSD of YuGV. There would be nuclear attacks on Austrian airports and cities (Wien, Klagenfurt, Linz, Graz, Wiener-Neustadt), too, by 1. gvapib and on Western-German strategic points by rocket brigades of YuGV, HA.

In 1968, the 59.VA was re-numbered to 36. A Mi-6 was said to have been crashed here in 1968. V. Vysotskiy held concerts here in 1974 and on October 10, 1976.

The 75. OPCnH (75. Independent Spetsnaz squadron) was based here as well. Between 1965-1991 An-2/14, Mi-4/8 were observed here (courier planes, command flight?). The General staff left (in Volga cars) on June 19, 1991.

#### Commanders of YuGV:

1957-1960	Kazakov, Michail Ilyitsh, Army Marshall
1960-1965	Kutarinov, Col-Gen.
1965-1970	Provalov, I., Col-Gen.
1970-1975	Ivanov, B., Col-Gen.
1976-1978	Krvida, F. F., Col-Gen.
1979-1982	Sivenok, V., Col-Gen.
1982-1985	Kochetov, A., Col-Gen.
1985-1988	Demidov, A. A., Col-Gen.
1988-1990	Burlakov, Matvey P., Col-Gen.
1991-1991	Shilov, Viktor, Col-Gen.

#### Deputy Commander(s) of YuGV:

1967- Andrushtshenko, Maj-Gen.

#### Chiefs of Staff of YuGV:

1970-1972	Zotov, Nikolay Aleksandrovitsh, Maj-Gen.
7-1987	Porfiryev, Erién*, Maj-Gen.
1987-1990	Shilov, Viktor, Maj-Gen.

(\*On October 19, 1987 Maj-Gen. Erién Porfiryev died in a helicopter accident, aboard M -8PS 'red 31' of 201. osae)

#### Commanders of Air Force of TzGV, YuGV:

1952:	Bibikov Maj-Gen. (TzGV)
1959-1967:	Pushkin, Maj-Gen.
1967-1977:	Harlamov, S. I., Maj-Gen.
1977-1987:	Safronov, Col./later Maj-Gen.
1988-1991:	Gusev, Aleksandr, Col./later Maj-Gen.

#### Chiefs of Staff of Air Force of YuGV:

19627-65:	Astahov
1965-1967:	Buhantsev, Col.

## Budapest-Ferihegy (Vecsés)

History: In 1944-45 it housed some Soviet assault units (11-2). The 202. BAD (3 regiments) of 2. VA was dislocated here with Pe-2s between June and winter 1945, and they left for Tököl.

It has been the main Hungárián civil airport since 1950.

## Csákvár

Exposure: 46° 21' 42" N, 18° 26' 25" E

Height above sea level: 135 m



Territory: 256, 8 acres, unfenced

Csákvár aerial photo



Budapest-Mátýásföld: Régi magyar repülőtér, ami már jócskán a 2. vh. előtt üzemelt. 1955 szeptemberétől az ún. Különleges Hadtest kórháza és kereskedelmi egységei települtek itt. 1956 novemberében az akkor létrehozandó DHÖSCS és légierje, az 59. Légi Hadsereg parancsnoksága települt ide, többek között Tökölről. 1968-ban az 59. LH-t átszámolták 36. LH-re. 1968-ban állítólag egy Mi-6-os helikopter is lezuhant itt a csehszlovákiai események alatt. 1974-ben és 1976. október 10-én V. Viszockij sikeres koncerteket adott a DHDSCS tisztjei és családjaik előtt. A DHDSCS parancsnokainak listáját lásd fent az angol résznél. A 75. önálló Szpecnaz zászlóalj is itt települt. A repülőtérén mindig állt néhány Mi-6A, Mi-8P/T helikopter a tököli 201. vegyes repülő század és a kalocsai 396. helikopterczred kötelékéből. Budapest-Ferihegy: A háború alatt csatagépek, majd 1945 júniustól egy rövid ideig a 202. BAD és három Pe-2-s ezrede (pl. 36. gvbp) települt itt, melyek még 1945-ben Tökölre távoztak.

Runway: 04/22 2200 x 20 m concrete

Csákvár légifotója





Csákvár aerial views

Csákvári repülőtér légifotók Taxiway: 8 meters wide

History: It had been a HuAF airport during World War II. On March 21, 1945 the 611 IpeMbiuJICKOH nan: Yak-3/9 fighter regiment/ was based at the grassy airfield. Between 1945-47 5. GvSHAD 11-2/1 Os used the site. Its concrete surface had been built between 1955-60. It was a reserve and operational airport, mainly for 515. iap. In 1956 a MiG-15bis of 515. iap (or 1/5. gviap?) crashed into the Tábör-hegy (hill) near the villágé. During the intervention in Czechoslovakia, between July 27-August 21, 1968 HQ of YuGV was based here, then it was re-based in Bratislava. Two MiG-21PFMs of 515. iap had a collision above the base in 1972 (see page 57 for details). In the 1980s twelve parking plots, a ZKP and a service facility were built for helicopters (command squadron of YuGV?) though Csákvár never housed them. The base was closed on June 28, 1990.

## Debrecen

Exposure: 47° 29' 20.10" N, 021° 36' 55.19" E ICAO code: LHDC  
Frequency: 125.9 MHz Liaison code: TopMceT Territory: 426, 6 acres  
Height above sea level: 110 m

Hangars: 10 1/16, 20 3/16,  
15 open, earthen shelters Runways:  
05R/23L 2500 x 40 m concrete,  
05L/23R (closed) 2500 x 90-60 m  
concrete (narrowing), 05/23 2400 x  
50 m reserve grass Taxiways: 20-  
30 m History: The airport had met  
the natural requirements of an  
entire region, even in 1930 when  
its establishment had started using  
the town's territory. The Aero  
Alliance built the buildings for the  
airfield. After the restrictions of the  
so-called Peace of Trianon it had been a simple civil enterprise, but in 1939 when  
Hungary



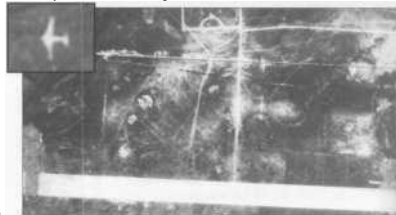
Crew in front of a Boston, 452. gvbap A  
452. ezred hajózási Bostonjának előtt

gave

up this treaty, two military units were put up here: VI. General Reconnaissance  
squadron and the III. 'Boszorkány' Bomber division. After the Germán  
occupation, Luftwaffe units based here went on missions in Transylvania. A  
control tower (cleared off in, 1994) and a concrete runway (1000 x 90 m)  
marked their presence. For a short period, 3. Immanuel Geschwader of  
Luftwaffe had used the aerodrome when withdrawing from the Front.

During the war, the Soviets organized a special facility in  
Debrecen, which collected bombers which had been forced landed, as B-17s,  
B-24s, B-25s and other American or UK bombers used by the WS. After being  
repaired they were flown to the Soviet Union and possibly, were later used by  
different Soviet units. In 1944-1945 the following Soviet units had been  
observed here: 14 KupoBopaaKaa TaMa/1/14. Guards Fighter Division:/  
177 rBuan: La-5, 178 raján: La-5/7, 179 TpaHCHjBancKHH rBuan: La-5/7  
/177, 178, 179. guards fighter regiments/. 141. HAJ nBO (January 1945)  
/141. Air defense fighter division:/ 586 uan nBO, 631 uan nBO: P-39  
'Aircobra', 908 uan nBO: P-39 'Aircobra' /586, 631, 908. air defense  
fighter regiments/, 587 6an: Pe-2 /587 bomber regiment/, 452 6an: A-20  
'Boston' (December 1944) /452. bomber regiment/, 73 OrajihurpaCKKHH  
rattari: Yak-3/9 /73. guards fighter regiment/

From 1945 HQ of the counter reconnaissance department (Cuepiu,  
pp. 92441) of TzGV was based here. From 1946-47, Debrecen was also a station  
for Li-2/11-12/11-14s transporting supplies for the Soviet units in Austria (201.  
otao) and it housed an unknown Communications unit (ops?). From 1949  
fighters, bombers entering Hungary stopped here for refueling. In 1949- 1951  
the runway was renewed and lengthened. From 1951 (?) a



Aerial slides of Debrecen from 1952 (Li-2 of 201. otao?) 1952-es légifotó a  
debreceni reptérről (a 201. szállítórj Li-2-je?)

pilot training squadron of the Killián György Aviation School of Szolnok had  
used the airport with 3/3 Yak-12/18s. They had to leave the base before July  
14, 1952, as on June 12, 1952 their Yak-12 (c/n 01116) damaged several P-63s  
(of the GvIAD based in Wiener-Neustadt) on the ground. In early 1952  
(February-April) 819. gvbap was based here from Aspm, equipped with about  
42 Pe-2s each. The unit started to retrain to Il-28s in 1952 in 4. zbp  
in Voronezh. In June 1952 the 8. GvBAD, its 674. Vilsenskiy gvbap, and 727.  
Tsherkasskiy gvbap (Pe-2/Il-28s) and an oazbvm (two A- 20s) moved to  
Debrecen from Strasshof and Götzenhof. In 1953

Csákvár: 1945. március 21-én a 611. vadászrezd Jak-1/3/9 gépei települtek a füves reptéren, melyet 1945-1947 között az 5. GvSHAD II-2/II-10 gépei követtek. A  
betonos felületet 1955-60 között építették, elsősorban a tókoli 515. vadászrezd ideiglenes használata, illetve a háború esetén ide áttelepülő DHDSCS és 59. LH  
parancsnokságok helikopteres kiszolgáló egységei részére. 1956-ban az akkor Veszprémben diszlokálódó 1. gárdaezred MiG-15bis gépe a közeli Tábör-hegyre  
lttközött. 1968. június 27. - augusztus 21. között itt települt a DHDSCS és a 36. LH parancsnoksága. 1972-ben az 515. vadászrezd két MiG-21PFM gépe lttközött  
össze, pont a bázis felett. A 80-as években 12 parkolóhely épült, az idetelepítendő helikopterszáznak, amely egység végül sosem került felállításra. A repülőtér  
1990. június 28-án adták át a magyar hatóságoknak. Debrecen: A háború alatt a szovjetek a kényserleszállt gépek összegyűjtését szervezték meg Debrecenben.  
Akkor itt települtek: 14. Gárda Vadászadosztály, 3 ezreddel: 177. gárda vadászrezd: La-5/7, 179. gárda vadászrezd: La-5/7, 141.  
PVO Vadászadosztály: 586, 631., 908. PVO vadászrezdekkel: P-39 (1945 január). Az 587. bombázó ezred: Pe-2, 452. bombázó ezred: A-20 (1944 december), 73.  
gárda vadászrezd: Jak-3/9. 1949 tele és 1951 között elkészült a pálya javítása, s a bázison landoltak a CGV területére érkező repülőgépek. 1951 óta a Killián Repülő  
iskola vadászpilóta képző százada is itt volt, többek között Jak-12 gépekkel, melyeknek 1952. július 14-ig el kellett hagyniuk a repülőtér, főként a magyarányú  
áttelepítések miatt, és mert június 12-én az egyik Jak-12 gépük több, a földön álló P-63-at megromlalt (a Wiener-Neustadtban teleplő GvIAD-ból). ►



Pe-2UTI of 674.gvobap in Debrecen, 1952 Pe-2UTI 674. gárda-bombázóezred, 1952, Debrecen

the oazbvm switched to II-28BM/U. In On June 20, 1953 Maszovlet (predecessor of MALÉV) was established (Szeged-Debrecen and Békéscsaba-Debrecen flights). In 1955, the personnel of 10., 26. Bomber Regiments of the HuAF (Kunmadaras) had been trained to II-28 by a local regiment commanded by Capt. Svetlinsky. In July 1955 the 819. gvobap was withdrawn to Melitopol. The 8. GvBAD was renamed to 177 HepKaccKaa KpacH03HanieHaa op'ena CyBopoBa TbEaII (subordinate units: 674./727./880. gvobap's). During the night of October 23/24, 1956 the 177. GvBAD were alerted. On October 24, the twenty-seven II-28s of 177. GvBAD had 84 power-demonstrating and scout flights above Budapest and other cities. During the revolution MiG-15/17s had many demonstrating flights above Debrecen (515.iap?). Between November 1 and 3, 1956 the 177. GvBAD had participated in the evacuation of over 600 families of soviet military personnel. The planes of the division had dropped 22,7 tons of agitation materiáli (14,5 millión copies). The division also had 6 injured soldiers. In the evening of November 4, 1956, the first Mi-4 helicopters of the 239 1BapfleuCKHH Eejirof0iCKHŰ TAII /239 guards Belgorodskiy transport regiment/ arrived at the aerodrome flom Femost. The unit's Li-2s played an important role in the supplement of the Tököl HQ. Li-2s made 28 sorties from November 4 to 8, 1956. On November 7, 1956 Mi-4 'red 33' of 239. gvap crashed into a hill, three people died two were seriously injured. Parking plots were built in around 1957. The 239. gvap was removed to aerodrome Fürstenwalde (GDR) in November 1959 (Li-2, An-2, Mi-4). At the beginning of the 1960s the old runway inherited from the German troops was lengthened to 2500 meters (with a 60 m wide part), and because of it, the villágé of Szepes and the railway line had both to be moved away. In 1960 the Kunmadaras-based 880. gvobap and local 674.gvobap were renamed to 315.97 ograe (the latter having 9-12/2- 4 II-28R/Us) so 727. gvobap was ordered directly under 59. VA (727 re.oóan). In March 1962, its II-28s fell onto the runway after taking off for a test flight. The rádió operator jumped out and miraculously survived.

From October 1946 till 1973 the planes of MALÉV landed at Debrecen each day. MALÉV used Li-2s for national flights. In 1963 MALÉV had put up a traffic building at the airport. In 1973 MALÉV ceased flights to Debrecen, but the LRI (Management of Aviation and Aerodromes) kept on its Services in Debrecen till 1984, though the last big event was the arrival of the II-18 of Ceaucescu in 1978.

From 1964, the 727. gvobap had 33/6 II-28/Us (10 capable of nuclear attack). From around 1967 the 97. ograe was re- equipped to 9 Yak-28R/RV/Us (12 crews). The Yaks were built in Irkutsk in 1967. On May 5, 1967 an II-28 of 727. gvobap dropped a P-50-75 bomb before reaching the target in the bombing rangé in Náduvvar. The pilot was the 59. VA commander, Maj-Gen. Pushkin. In 1968 an II-28 of the 727. gvobap crashed and three mén of the crew were killed. In 1969 ten 1/16 hangars were built for the



11-28 'red 91' of the 727. gvobap, 1962 A 727. bombázóezred II-28-a, 1962

Yak-28s of 727. gvobap and two II-28s crashed into each other in the air. In 1969-70 the II-28s of the unit were fully replaced by Yak- 28/Us, so an II-28U was put on a concrete pole as a memoriáli in 1970. In that year, too, an II-28 crashed into the railway when it was unable to stop at the end of the runway. In 1972 three additional Yak-28PPs arrived at 97. ograe. In September 1977 the 97. ograe (commander: Máj. Tshemov) relocated to Kunmadaras to be part of 328. ograp. In 1979 oazbvm planes flew on to there, too. The establishment of the new runway (05R/23L) and renewal of the old one had lasted for three years, till 1982. A special nuclear warehouse of Gránit type was also established. On February 21, 1982 the first Su-24s (white rounded codes: 01-12, 14-34) arrived (from a total of 33) replacing the Yak-28s in service. Twenty additional 3/16 hangars were built for them. The unit was strategically ordered under 24. VA (Vimnitsa) afterwards. In 1982 engines of a Su-24M stopped on the runway due to lack of kerosene. In 1982 deputy commander (leader of IAS) of 727. gvobap was Major Másolt. From 1983 deputy commander responsible for flight readiness was Lt. Col. Leonid I. Kiryev. From 1983 the unit received some Su-24Ms as well. V. N. Lazebniy, the regiment commander had an emergency with a Su-24M in April, 1984 near Nagyhegyes when a General was in the operator seat who just 'popped in' for a unit check. The plane was going to Náduvvar shooting rangé, but an engine fire occurred so that the crew had to eject. During the '80s there were held SÁR practices in Debrecen. During one certain week of each month commanders of all aviation units were called up, one by one, to Budapest-Mátyásföld, to the HQ of 36. VA. Then parachuting groups of the SÁR service of YuGV had to jump out of An-2s and Mi-2s here and search for 'ejected pilots'. The aim of these practices was to facilitate communication and cooperation between the SÁR groups and the aviation units. Between the spring and October 1983, the 328. ograp was based here (Kunmadaras runway renewal). The taxiways of Debrecen were renewed in 1984. Yak-28RV 'blue 14' (serial: 7961004) of 328. ograp was flown to Debrecen to be shown at the open-air military park until 1990 under code 'red 20'. Now it can be seen in Alsónémedi near Budapest in the priváté collection of Mr. Sándor Földi. On July 10, 1987, the 727. gvobap was re-based to ►

1952 első felében érkezett Asperből a 819. gvobap (Pe-2). 1952. Az alakulat átképzés után egyből öt II-28-t kapott. A 4. kiképző-bombázóezredben (Voronyezs) eltöltött átképzés után. 1952 júniusában ideréptült a 8. GvBAD törzsé és 674., 727. gvobap, szintén Pe-2 és II-28 gépekkel. 1954-ben az utolsó Pe-2-k is távoztak, 1955-ben csak a 8-ról 177-re átszámozott Gárda Bombázó Hadosztály, a 727. „Cserekasszik” gárdaezred, valamint a 674. „Viszlenzskij” gárdaezred maradt itt. 1956. november 4-én a 239. gvap Mi-4 és Li-2-á érkeztek, s november 7-én, a 33-as oldalszájú Mi-4T hegynek ütközött: hárman meghaltak, ketten súlyosan megsérültek. Ezt az eszedet 1959-ben Fürstenwalde-be teleptették (NDK). 1960-ban a 674. ezred 9-12/2-4 II-28R/U felderítő gépet kapott, s 97. ograe lett a neve. A 60-as évek elején a kifutópályát 2500 méterre nyújtották, s 1960 márciusában a 177. GvBAD megszűnt, a 727. gvobap közvetlen alárendeltségbe került, s 1965-ben már 33/6 II-28/U gépe volt. 1962-ben lezuhant egy II-28, majd 68-ban két II-28 ütközött össze a levegőben. 1967-ben a 97. ograe kilenc Jak-28R/RV-á kapott. 1969-től a bombázóezredet Jak-28I-re fegyverezték át, s emiatt tíz 1/16 típusú hangárt építettek. ►



Lt. Col. Kireyev (first from left) and two other pilots Kirejev alezredes (bal) és két másik pilóta az egységből, 1986



Personnel of 727. gv.obap in front of a Su-24M, around 1987 A 727. ezred személyi állománya egy Szu-24M előtt, 1987 körül



Su-24Ms "white", 25" of 727.gvobap  
Szu-24M-ek „fehér”, 25” a 727. bombázó gárdaezredből, 1986

Kirovograd (now Kanatovo), under 36. BAD, 24. VA. The unit was relocated in two parts: firstly 14, then 19 planes flew there. Bút the silence had lasted only for hours...

In June 1987, the 88 TBapjjeHCKHH KpaKOBCKHH oanaa EoraHa XMjebmKoro AIIHE (pp. 41426)/88 guards Krakow order of B. Hmelitzkiy fighter-bomber regiment/ was re-stationed here with 45 MiG-27Ds (blue 01-12, 14-33, 40-46, 49-55) and 18 MiG-23UBs (60-73, 75, 76, 78, 80) from Kirovograd. The unit was directly ordered under 36. VA. The aircraft partly arrived in huge wooden boxes and were assembled here. These machines had newly been painted and apparently overhauled before. According to documents all planes were MiG-23BMs transformed to MiG-27Ds. The 88. gvapib's Ob ATO was pp. 23370 and Obs RTO was pp. 98720. Twenty-eight planes were housed in 30 hangars: 01-03.

#### Commanders of 727. gv.obap

1959-1963: Lt-Col. Slutov  
1963-1967: Lt-Col. (Col.1965) Slin'ko  
1969-1974: Col. I. V. Rebrov  
1974-1976: Col. V. A. Stepanov  
1976-1978: Lt-Col. Yu. B. Bogdanov  
1978-1981: Col. V. Ya. Orlov  
1981-1983: Col. A. N. Postoyev  
1983-1986: Col. V. N. Lazebnyi  
1986-1988: Col. G. I. Kortsagin



MiG-23UB, MiG-27), 88. gvapib A 88. ezred MiG-23UB/27D-í

05-12, 70, 21, 23, 25, 27, 29, 73, 31, 33, 40, 41, 44, 46, 49, 50, « 54, 55. It is an interesting fact that the predecessor, 88. gvap had already been based in Hungary before once, between 1945-1947.

In 1987 the unit was seen at Mezőkövesd. On February - 18, 1990 Rádió Budapest revealed that the 88. gvapib would be based in the Colapeninsula near Murmansk. In February last y five MiG-23Ms (blue 91, 92, 93, 94, 95) of 5. gvap were based here and participated in the parade on March 20, 1990, along with MiG-23UBs (blue 21, yellow 55, 56) of 1. gvapib. Col. Morozov, the commander of non-identified unit reported to Maj- Gen. Gusev, commander of VVS YuGV that their unit was ready

1972-ben a felderítők három Jak-28PP-1 kaptak, majd 1977-ben áttelepültek Kunmadarasra. 1977-től a régivel párhuzamosan új felszállópályát építettek (2500 x 40 m), melyet a bombázóezred 1982. február 21-én elsőnek érkező Szu-24 gépei vettek birtokba, s ezzel az egység a 24. stratégiai Légi Hadsereg alárendeltségebe került, s megkezdődött 20 db 3/16 típusú hangár építése is. 1983-tól Szu-24M gépek is repültek Debrecenben. V. N. Lazebnij alezredes- ezredparancsnok egy ellenőrzésre érkezett tábornokkal repülést hajtott végre 1984 áprilisában, amikor a hajtóművek egyike kigyulladt, így Nagyhegyesnél káptatulniuk kellett. A kunmadarasi 328. ogorap két 14-es Jak-28RV gépét 1987-től piros 20 szám alatt a debreceni Haditechnikai Parkban állították ki.

Commander of 88. gvapib: Col. Victor I. Zavrazhnov

Commander of 1. squadron: Major S. P. Divak

Commander of 1. flight: Máj. V. V. Yakovenko

Commander of 2. flight: Máj. O. N. Lazarenko Commander of 3.

flight: Capt. A. B. Slivkin Commander of 2. squadron: Lt.-Col. A.

F. Fedorenko Commander of 4. flight: Capt. S. N. Kleopin

Commander of 5. flight: Máj. Yu. T. Arkatov Commander of 6.

flight: Capt. Yu. A. Rodin Commander of 3. squadron: Lt.-Col. V.

A. Kunahovits Commander of 7. flight: Capt. V. Gerasimov



Zavrazhnov interviewed  
Zavrazhnov interjúja



Zavrazhnov in MiG-23UB 'blue 65'  
Zavrazhnov a kék 65-ös MiG-23UB-ban

88. gvapib, August 27, 1987. Morning shift: 09.00-15.00

Board	Weather flight	1. Block	2. Block	3. Block	4. Block	5. Block	6. Block	Flight time
07		9.00-9.40	10.25-11.05	11.50-12.30		14.00-14.40		2h40min
08			10.05-10.45		12.35-13.15	14.20-15.00		2h
12	9.05-9.50							45min
15	9.00-9.40	10.25-11.05	11.50-12.30			14.00-14.40		2h40min
17		10.05-10.45		12.35-13.15		14.20-15.00		2h
25		10.20-11.00		12.10-12.50		14.15-15.00		2h05min
26		10.00-10.40	11.50-12.30			14.00-14.40		2h
41				12.35-13.15		14.20-15.00		1h20min
50		10.00-10.40	11.50-12.30			14.00-14.40		2h
51	9.05-9.45	10.30-11.10		12.35-13.15		14.20-15.00		2h40min
70	1 (40')	10.30-11.05						1h15min



MiG-27D 'blue 06'  
MiG-27D „kék 06”

with the re-training or for the withdrawal (purpose of this event is still not clear). The last flying day of 88. gvapib was on May 7, 1990. Afterwards winged polar bears were painted on the left intakes of the MiG-27s and small flag of the Navy Air Force. Afterwards fourteen MiG-27Ds, nine MiG-23UBs were withdrawn to an unknown destination. On May 18, 1990 the personnel of the unit and a great number of visitors met near the thirty-one MiG-27Ds (blue 01-12, 14-31, 33) and nine MiG-23UBs (blue 60-68) that were to leave Debrecen and Hungary forever. The last plane to take off was MiG-23UB 'blue 65' with Commander Col. V. I. Zavrazhnov in the foreseat. The regiment flew to Olen'ya near Murmansk and was integrated in the Navy Air Force under name: 88. omapib. In 1997 they got Su-25s (88. omshap) and in 1998 the unit was disbanded.

From 1975-77 the 209 OBe P3B/209. Independent EW Helicopter squadron' (pp. 19139) of YuGV was based here with Mi-4PPs, later six Mi-8PPs (1979), six Mi-8SMVs (1980), two Mi-8VKPs replaced by two Mi-9s (1986), one Mi-8KSA (maybe two more?). They had yellow codes (e.g. 1 Mi-8KSA: 'yellow 40', Mi-8PP: 'yellow 07, 10') and reported directly to 36. VA. The unit left for the Ukraine (or based to Tököl in 488. ovp BU) in February 1990 under the command of Major A. Zubashev.

Tu-134/154s, Il-18s, An-12/72/26s flew everyday route Debrecen-Kunmadaras-Kalocsa-Kiskunlacháza-Tököl-Sármellék carrying mail. An-12 'red 12' of the 535. táp was seen in Debrecen very often.

The base was officially handed over to the Hungarian Army on May 31, 1990 in very good condition.

Mi-8KSA 'yellow 40' of 209. öve REB

Mi-8KSzA 'sárga 40' a 209. REH helikopterszázból



Mi-8PPs 'yellow 10, unknown', 209.

öve REB „Sárga 10-es, és egy

ismeretlen” Mi-8PP, 209. REH

helikopterszázból



1987. július 10-én az ezredet kivonták, s helyére érkezett a 88. gvapib több, mint hatvan MiG-27D/23UB géppel (Viktor Zavrazhnov ezredes a parancsnok). 1989-től a kunmadarasi 1. gvapib repülőszemélyzetének átképzése részben itt zajlott. 1990. február 5-én az 5. gvap maradék MiG-23M-i ideérkeztek, s kunmadarásról átteleptült MiG-23UB-akkal együtt részt vettek egy ünnepségen. Ennek keretében egy egység parancsnoka jelentett Guszev vezérőrnagy (36. LH.). Május 18-ig a 88. gvapib maradék 31/9 MiG-27D/23UB gépjármű szárnyas medvék festettek föl, amik azon a napon átteleptültek Olenyába (Északi-tengeri Flotta). 1977-től a 209. Önálló REH Helikopterszázból MI-4T/PP, majd 6/6 1/2 Mi-8PP/SMV/KSA/Mi-9 gépeit is itt látták, majd őket 1990 elején Ukrajnába teleptették. Zubaszev őrnagy parancsnoksága alatt. 1988-89-ben egy Mi-24-es alakulat is töltött itt töltött pár napot.



Photos taken on May 18, 1990 - 88. gvaib leaves for Olenya ▲ ► 1990.  
május 18-án készült képek - a 88. ezred Olenyába települ

Aerial photo  
Légifotó ▼



## Debrecen, Soviet military cemetery

No.	Name	Rank, unit	Date of birth	Date of death	Kcason
1	Aleksev Andrejevitsh Gliuhov	soldier	Aoril 1. 1933	Februarrv 3. 1957	
2	Anatoliy Mihailovitsh Zaharov	soldier	Aoril 10. 1936	Februarrv 3. 1957	
3	Armida Ivanovitsh Nersivan	staff serecant	Februarrv 7. 1936	June 27. 1957	
4	unknown	soldier			
5	Yuriv Griacorevitsh Filimonov	soldier	Aoril 10. 1935	Augaust 19. 1957	
6	Aslan Askarbievitsh Bleniaamsev	soldier	Januarrv 10. 1936	Februarrv 1. 1958	
7	G. M. Kirev		Januarrv 30. 1934	Februarrv 16. 1958	
8	Pvotr Mihailovitsh Sokolov	First lieutenant	June 30. 1927	Aoril 16. 1958	11-28 crash
9	Pvotr Dmitrijevitch Yershov		Julv 13. 1924	Seotember 1. 1958	11-28 crash
10	unknown	soldier			
11	Nikolav Semonovitch Davidov	soldier	1942	1962	
12	Aleksev K. Katasonov	soldier	March 26. 1926	Augest20. 1960	
13	unknown	soldier			
14	unknown	soldier			
15	unknown	soldier			
16	Yuriy Konstantinovitsh Smagin	soldier	1943	1963	
17	Vladimir Gavrilovitsh Stetaan	soldier	1943	1963	
18	Anatoliy Nikolayevitch Milyasov	soldier	1945	1965	
19	Vaskiy G. Plakida	Platoon leader	1911	October 22, 1944	KIA
19	A.N.Rukov	Platoon leader	1914	October 17, 1944	KIA
19	V. F. Artiyemin	Platoon leader		November 30, 1944	KIA
19	P. G. Golovatiyuk	Platoon leader	1900	October 24, 1944	KIA
19	A. A. Usakov	Platoon leader	1917	April 10 1945	
19	IvanNanyisov	Platoon leader	1911	November 7, 1944	KIA
19	F. M. Lapeyev	Platoon leader			
19	P. A. Nazarov	Platoon leader			
19	unknown	soldier			
19	unknown	soldier			
19	unknown	soldier			
19	unknown	soldier			
19	unknown	soldier			
20	Aleksandr Tshesnov	baby	October4, 1966	October 7, 1966	
21	Olya Tsheshanova	soldier		August 25, 1970	
22	Vasiliy Petrovitch Karyutshin	soldier	1936	1956	
22	Ergas Kadrikulov	soldier	1936	1956	
23	Pavel Nikitovitsh Stegar	Platoon leader	March 17, 1947	December 12, 1967	
24	Tymatei Danylovitch Simbar	Lieutenant	1905	June 16, 1945	
25	H.Y. Butsenko	Platoon leader	1910	February22, 1946	
26	Gennady Konst. Bushmakin	First Lieutenant	1923	1953	Pe-2 crash
27	Yevgeniy Yegorovitch Minin	Captain	October 1, 1921	September 2, 1955	11-28 crash
27	Vladimir Sergeyevitch Beregeyko	Captain	September 3, 1922	September 2, 1955	11-28 crash
27	Arkadiy Ilyitsh Rogozin	Rack	June 30, 1933	September 2, 1955	11-28 crash
28	Anatoliy Mihailovitsh Shubin	Captain	October 24, 1923	August 7, 1955	11-28 crash
29	Sergey Stepanovitsh Novikov	Major	1919	1954	11-28 crash
29	Ivan Nikitovitsh Mamyayev	Master Lieutenant	1922	1954	11-28 crash
29	Aleksev Nikolayevitch Ribachenko	Master sergeant	1928	1954	11-28 crash
30	Aleksandr Andrejevitch Zinoviev	Master Lieutenant	November 30, 1928	December 23, 1954	11-28 crash ►
30	Kinstantin Vasilievitch Mendrenko	Lieutenant	November 6, 1931	December 23, 1954	11-28 crash ►
30	Yuriy Nikolaevitch Ponuzhaev	Lieutenant	June 6, 1927	December 23, 1954	11-28 crash ►
31	unknown	soldier			
32	V. D. Bagurin	Lieutenant	1930	1954	
33	Aleksandr Sergeyevitch Setskov	Lieutenant	January 7, 1931	August 28, 1954	11-28 crash
34	Anatoliy Alekseyevitch Dontshik	Master Lieutenant	1928	1955	11-28 crash
35	Nikolay Apanasiy. Medvediev		December 19, 1931	November 25, 1955	11-28 crash
35	Nikolay Ivanovitsh Samoniyin		May 13, 1934	November 25, 1955	11-28 crash
36	Viktor Ivanovitsh Sireyev		August 11, 1930	March 18, 1958	11-28 crash
37	PardaTamanov		1935	December 1956	
38	Viktor Alekseyevitch Dyomin		1932	1954	
40	Anatoliy Petrovitch Osipov		November 7, 1930	October 27, 1952	
41	Nikolay Grigoryevitch Zharov	Junior Lieutenant	1904	March 31, 1945	
42	Andrey Yakovlevitch Ivashishenko	Lt. Colonel	1905	October 28, 1944	KIA
43	Mass gravestone				KIA

A temetőben a második világháború szovjet áldozatai mellett a helyi bombázók és felderítők (8. GvBAD, 819. gvbap, 97. ogra) balesetet szenvedett személyzetének sírjait is megtaláljuk (1958-ig).

The history: The cemetery was established in the autumn of 1944. Soldiers who died in WW II, were buried here first, then military personnel of local ground units had funerals here, before 1970. From the end of 1953 to the end of 1958, pilots, bombing officers, and other soldiers who died in crashes of aircraft of 8. GvBAD or 748. gvbap of 164. GvBAD (1952-1955), and those of 727. gvbap or 97. ogra (1955-1958) were also buried here. After 1958 crashed aircrews' coffins were transported to the USSR. There are 42 graves, one mass grave (No. 43) and one statue in the cemetery. May all these people rest in peace as they gave their lives for our freedom, partly during the war and partly during peace time. God bless them! Spasibo za Sluzhby!



Tombstone of three 11-28 fliers  
Három 11-28-as hajózó sírköve

## Esztergom-Kertváros

Exposure: 47° 45'35" N, 18° 44' 00" E  
Liaison code of 19.GvTD: riojHMep  
(Polymer)  
Liaison code of heliport: /foKJiafHoi  
(Lectural)

Esztergom ►



In the bac kg romul: Mi-1s of 201. osae

A háttérben: a tököli 201. század Mi-1 History:

airshow was held here with the participation of Mi-6s of 396. gvovp and three Mi-

In 1967 an

1s of 201. osae. The ? OBO /independent helo flight/ of the Esztergom-based 19. GvTD was based here with six Mi-2s and two Mi-8s in 1970. The unit should have been based in the garrison of the tank division, but the leaders of the unit soon realized that there was a Hungárián civil airport nearby. They asked the local civil authorities and they obtained their license for the plán. Front 1985 the unit had a Mi- 8VKP (yellow 33), a Mi-9 (blue ?), and six Mi-2s (red codes). The site has a big concrete landing plot, six smaller and two bigger parking plots. The unit leit for Tököl in February 1990. The last commander of the unit was Major Bituyvskiy, the deputy commander was Boris



KDP in Esztergom Az irányítótorony Esztergomban

Kaltshanov, the main engineer was Davidenko. The Mi-2s were overhauled in Kalocsa. The only emergency of note was that once, in October, a new Lt. had his first flight with Mi-2 during the night. Both engines failed in the air, but he managed to get the machine down. For this, on November 7, he received the Master Lt. ránk and was given two stars sunk in a beer glass of vodka. He had to empty the glass to get the stars. Finally, the helicopters left for Tököl in early 1990 to be the part of the 488. ovp BU.

Near the town there was a huge shooting and firing rangé for the local tank division's sub-units and the helicopters of Land Forces. The Mf-8T/TV helicopters of 396. gvovp and other units were often seen here as they were temporarily garrisoned here when on shooting missions near the town.



## Földes-Derecske

Exposure: 47° 17'16" N, 21° 24' 06" E

History: The grass runway was appointed for flying in the 1930s then after the events of 1956 it became the training airfield of 59. AA and Hungárián Air Force as well.

The 727. gv.obap often used the base as a reserve airbase. The 1. gvapib and 88. gvapib used the site, too. In fact, the site had only a small fenced garrison, with some seven-eight buildings, a ZKP and another open ZKP. The site was left in May 1990.

## Götzendorf(an dér Leitha)

History: Until May 1945 it housed 210. shap of 302. ShAd of 17. VA (11-2). Between June 1945-July 1952 it accomodated 161. gvbp (1949: 727. gvbp) of 8. GvBAD with some 42 Pe-2/UTIs. The base housed a target pulling squad (oazbvm) with two A-20 Bostons, too. In 1952 bombers started to train on I1-28/U, while oazbvm was supplied with I1-28BM/U. In June 1952 the airfield was abandoned as both units relocated to Debrecen.

Exposure: 46° 15'55" N, 19° 20' 25" E History: A grassy operational airfield.

## Jánoshalma



## Kalocsa-Foktő:

Exposure: 46° 33' 15" N, 17° 56' 36" E

Frequency: 134, 8 MHz

Flying days: Monday/Wednesday/

Friday

Territory: 450, 7 acres Height above sea

level: 98 m Runway lights: camp-system

Liaison code: HTHHHHK (Hen house)

Code name: BepKOBO.it Runways: 18/36

2500 x 60 m concrete, 18/36 2000 x 200 m grass reserve



A 396. ezred első Mi-6-ja

Esztergom-Kertváros: 1967-ben a 396. gvovp Mi-6-i, és a 201. oszár Mi-1-i részvételével itt tartottak repülőnapot. 1970-ben a helyi 19. Gárda Tankhadosztály alárendeltségébe érkezett egy önálló helikopterraj hat Mi-2 és két Mi-8 géppel. 1985-től az egység egy Mi-8VKP-t (sárga 33), egy Mikest (kék számok), és hat, piros oldalszámmú Mi-2-t repült. A raj gépeit Kalocsán nagyjavították. Az egység Tökölre települt 1990. áprilisában (parancsnok Bityuvszkij őrnagy, helyettese Borisz Kalcsanov). Mindössze egy baleset történt Esztergomban: egy Mi-2 hajtóművei leálltak 20 méteren, de a hadnagy le tudta tenni a gépet épségben, amiért november 7-én egy korszó vodkában megkapta a főhadnagyi csillagokat. Götzendorf: 1945 májusáig itt települt a 17. Légi Hadsereg 302. Csatahadtestjének 210. csataezrede 11-2 gépekkel. 1945 júniusa és 1952 júliusa között a 8. Gárda Bombázóhadosztály 161. gárda bombázóezrede (1949-től 727. gvbp) települt itt, 42 Pe-2/UTI géppel. 1951-52-ben még itt figyeltek meg két A-20 Boston gépet is (célvontató raj). 1952-ben az egységek az II-28/U átképzést kezdték, s a célvontatók is II-28BM-eket kaptak. 1952 júniusában az alakulatok Debrecenbe költöztek át. ettől kezdve tartalék repülőter lett Götzendorfból.



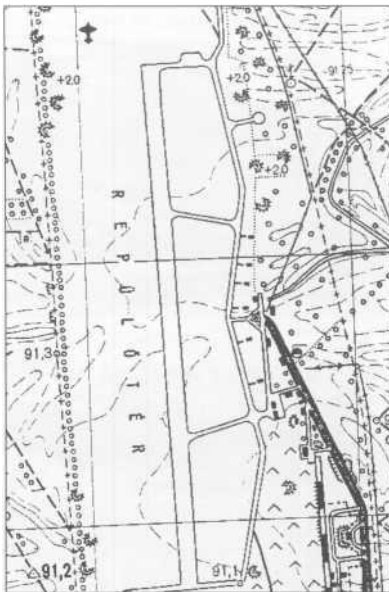
History: 2. VA units were probably Kalocsa map from 1953 based here until 1947. The territory A kalocsai bázis 1952-ben ► had been appointed for building a new aerodrome in the pre-Cold War era of the late 1940s. The establishment of the concrete surface was finished in the middle of 1953 (2000-meter long runway). On July 30, 1953, the 31. Fighter Regiment (pf. 5614) of 66. Fighter Division of Hungarian Air Force was re-located to Kalocsa from Kunmadaras. The unit had to leave for Taszár after the Soviet invasion against Hungary in 1956.

On August 21, 1957 the MiG-17s of 14 TBapAeHCKHfi aBa\*flbi KpacH03HaMeHHbfi JleHHHpaackHÜ opaeHa KyTy30Ba MAII HM. TKjiaHOBa, (pp. 55711) /14 Guards twice red flag, order of Kutuzov, Zhdanov fighter regiment/ arrived in the airport under the commandment of 275 nyimCHCKaa KpacH03HaMeHHaa HA\*) (275. Fighter division) from Ungvár, Estonia. Ob ATO of 14. gvap was pp. 62376, its obs RTO was pp. 83262. After 239. gvap had left Hungary for Fürstenwalde (GDR) in 1959, the new direct transport regiment of 59. VA, 396 OxnetibÜbiH rBap'ieficKHfi BojirorpatCKHH KpacH03HaMeHHbfi opaeHa KpacHofi 3Be3dH TÄn (pp. 84242) /396. Independent Guards Volgograd Red flag, order of red star transport regiment/ was based here (November 1959). The unit had 10-14 Li-2s, some An-2s and 26 Mi-4Ts. On August 27, 1960 the 14. gvap left for Kiskunlacháza. From 1961 Li-2s were withdrawn from 396. gvap and twelve Mi-6s were based in Kalocsa and the unit was renamed to 396. gvop (helicopter regiment). A agreement was signed in 1966 by YuGV and by MHSZ (Hungarian Defense Alliance) which made it possible for Hungarian paratroopers to bale out from Soviet helicopters at the airport. But this possibility came to an end in 1971. In 1967 one Mi-6 participated the airshow at Esztergom. In 1968, all planes of the local unit were deployed in the squashing of the uprising of Czechoslovakia (12 Mi-6s and 26 Mi-4Ts). On August 21, 1968, at 5.30 am eight Mi-6s and twelve Mi-4s of the unit landed in Bratislava with an airborne brigád made from the personnel of 254. MSD. In the afternoon the rest of



Mi-6 (c/n: 4681809V) in 1964 in Budapest Dózsa György Street Mi-6 (gy. sz.: 4681809V) 1964-ben a Dózsa György úton

the unit arrived in Bratislava and stayed there until September 3. In 1970 a Mi-4 of the unit crashed in Szabolcs county of Hungary. The pilot was injured but survived. In 1970-72 Mi-4Ts were replaced by Mi-8T and Mi-6 by Mi-6A. The only Mi-10 (PP ECM variant?) must have been based here from 1964 until 1978 (?). In 1982 the runway was lengthened to 2500 meters (200 meters to one direction and 300 meters to the other one). In 1980s Mi-6As' numbers were painted red, instead of previous yellow. In the 1980s the 3. and 4.



Mi-6A 'yellow 76' in Szolnok in 1971 Mi-6A 'sárga 76' 1971-ben Szolnokon

Kalocsa: 1957. augusztus 21-én a 14. gvap (275. GviAD) MiG-17/5UTI-t települtek az 1953-ban készült betonnal rendelkező reptérre. 1959 végén, a 396. gvap is ideérkezett 10-14 Li-2 és 25 Mi-4T géppel. 1960. augusztus 27-én a 14. gvap Kiskunlacházára települt át, majd 1961-től a 396. gvap a gvop (helikopter gárdaezred) nevet kapta, hiszen a Li-2-eket tizenkét Mi-6 váltotta. 1968. augusztus 21-től Pozsony repülőtérén diszlokált az egység 11 Mi-6 és 25 Mi-4T-vel. 1971-től az új Mi-6A-k mellett egy darab Mi-10 (talán PP rádióelektronikai zavaróváltozat?) is Kalocsára került. Az ezred gépei gyakran mutatták be magyar repülőnapokon, pl. Szolnokon, Nyíregyházán, Ócsényben, Budaörsön. A 80-as években két század Mi-6A (24 gép), és 2 század Mi-8T/TV/VKP (40 T/TV, 1 VKP) alkotta az alakulat fegyverzét, melyeket rendszerint az NDK-beli Rangsdorf-ban nagyjavítottak. Ennek az egységnek a gépei települtek hetenként más szovjet bázisokra, az ottani repülési napokon készültséget adni. Egy ilyen alkalommal botrány volt a Kunmadaras melletti Berekfürdőn, mert a készültségi Mi-8T lebegett a női napozó felett és fotózta a meztelen hölgyeket. Az ezred 52 gépe 1990. július 4-én Kunmadarasra települt, majd 6-án továbbrepült Kaganba (76. Légi Hadsereg). Néhány Mi-8 itt maradt a tököli 201. oszake kötelékében.



The only Mi-10 'yellow 81' and Mi-6A 'yellow 67', Nyíregyháza 1973 Az ezred Mi-10-e (sárga 81) és Mi-6A-ja (sárga 67), 1973, Nyíregyháza



Mi-6A 'red 79' in Budaörs with open engine bays and a cockpit photo Mi-6A 'piros 79', Budaörs 1989. A jobb oldalon a kabin fotója látszik



Mi-8T 'yellow 01' 0396. gvosp, 1984  
A 396. ezred 'sárga 01-es' Mi-8T-je, 1984

Mi-6 'red 76', 1986  
Mi-6A 'piros 76'



squadrons had 12-12 Mi-6As (red 67, 75, 76, 77, 78, 79, etc.) while the 1., 2.

squadrons had 20-20 Mi-8T/TV (yellow with red outline 04, 08, 18, 21, 24, 27, 36, 41, etc.) In 1985-86 a Mi-6's engine got fire and it was transmitted to the fuselage as well. It landed four km north of the runway with no injuries. In April 1986 personnel of the 2. squadron were re-located to Mogotsha and left for Afghanistan soon. In 1986 Mi-6A 'red 76' (c/n: 716003V, built in 1971) and a Mi-8 were displayed in Öcsény.

The Mi-8s were based at its western side together with some radars and anti-aircraft rockets. At its eastern were a woody part, the control tower, some other buildings and Mi-6s also parked there. There was an overhauling facility for Mi-2s of the Esztergom-based öve. Mi-6As practiced cargo lifting (containers of nuclear rocket heads, measuring a quarter of the length of the helicopters) with the help of an external device, but they were also used for bailing out. They flew usually from early afternoon until night, in one direction, often just circling around. Their flying altitude was approximately 200 m, but during summer they practiced low-level flights at 50 m.

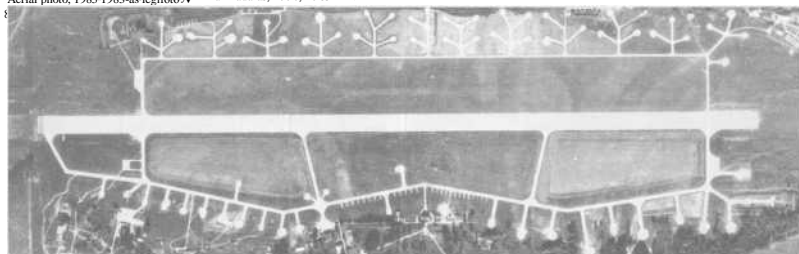
The regiment's final 52 helicopters left for Kunmadaras on July 4, 1990. On July

6,1987 the unit flew on to Kagan (76. VA). The base was given to the Hungarian party on July 17, 1990. In 1984 unit leader was Col. Gennadiy Muzhikov, and the last long-staying unit commander Col. Lykov, who was shifted by Lt-Col. V. Gordeyev in April 1991.

▼ See flying order of 396. govop Mi-8s and Mi-6s at the bottom.



Mi-8T of the 396. govop in Kunmadaras, 1990, 1983 ▲ ► Mi-6  
? photo: 1983-1989, S. R. R. Kunmadaras, 1990, 1983 ▲ ► Mi-6



#### Helicopters of 396. govop on overhaul in Rangsdorf

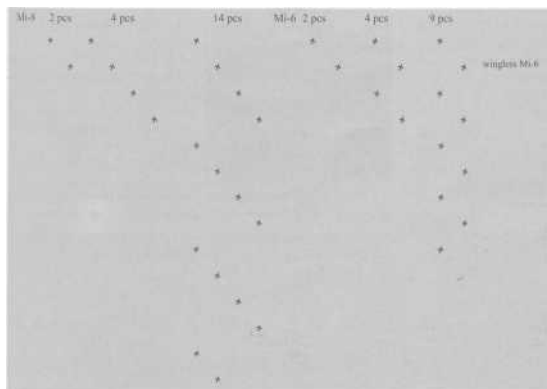
- Mi-8T 'yellow 24' (c/n: 9744143), (built on July 22, 1974 in Ulan Üde). 2965 flown hours and 4510 take-offs before overhaul. 979 flown hours and 1518 take-offs since last overhaul.
- Mi-8T 'yellow 08' (c/n: 9744311), (built on October 21, 1974 in Ulan Üde). 2996 flown hours and 4019 take-offs before overhaul. 1000 flown hours and 1719 take-offs since last overhaul.
- Mi-8T 'yellow 41' (c/n: 2760), (built on November 31, 1972 in Kazan). 2975 flown hours and 5849 take-offs before overhaul.

1000 flown hours and 1849 take-offs since last overhaul.

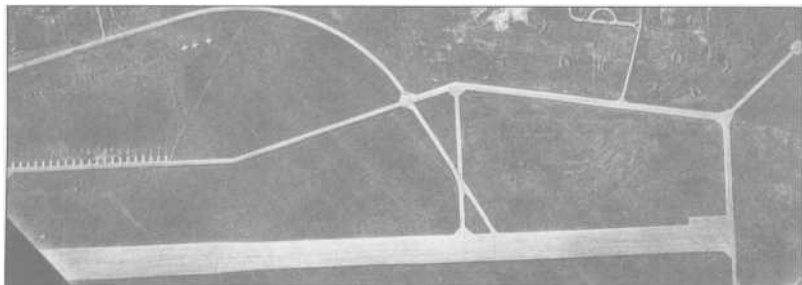
- Mi-8VKP 'yellow 21' (c/n: 1546), (built on June 23, 1970 in Kazan). Overhauled between October 1989 and January 1990. 3146 flown hours and 3996 take-offs till October 1989. Written off in Rangsdorf in 1992. 964 flown hours and 1139 take-offs since last overhaul.

- Mi-6A 'red 75' (c/n: 0615V) flew to Rangsdorf for overhaul, but then was integrated into 239. govop in May 1991.

- Mi-8Ts 'yellow 08,40' arrived back to 201. osae in July 1990.



Mi-6A 'red 79'  
Picos 79-es Mi-6A



Post-1955 Kecskemét aerial photo. Note the MiGs and three Il-28s 1955  
utáni kecskeméti légifotó: MiG-15/17-ek és három Il-28 is látszik

## Kecskemét

Exposure: 46° 55' 04,14" N, 19° 45' 03,10" E Code  
name: Dálnok

History: Now a Hungarian military airport housing the sole combat regiment of HuAF, 59. Szentgyörgyi Dezső Tactical Aviation Regiment (21/6 MiG-29/UBs, some L-39ZOs). From 2004 the An-26 transport machines are based here, too. The 59. Regiment originates from 62. Fighter Regiment founded in Kunmadaras in 1951. The 41. Fighter Air Regiment (pf. 4763) of HuAF was based here in 1950, and 62. Fighter Air Regiment (pf. 7912) arrived here from Kunmadaras in November 1952.

The 13. IÁD Yak-1/3s were based here in 1944-1945. On March 1, 1952, the 330 OcTpoBCKaa oiaena KyrsoBa II CTeneHH H/A/ (pp. 18362) /330. Ostrov, 2nd level order of Kutuzov fighter division/ moved here from Kretshevitsy, Commander of 330. IÁD was Col. Kontzeladov. One of its units, 116 nan /I16 fighter regiment/ moved to Taszár for training Hungarian pilots of 50. Fighter Regiment of HuAF on the same day and ended training on September 20. Unit commander was Lt-Col. Shpirvidenko (MiG- 15 'red' 77 with ARK). The other regiment of the division, 927 KeHröcöprckHH opacHa AjiKcanapa HeBCKopo Kpacio3HaMeHHbiit nan /927 Königsberg, order of A. Nevskiy, red flag fighter regiment/ moved here on March 15, 1952 with thirty-one MiG-15s and two Yak-1 Is. This unit (com. Col. Mihaylenko) ended with the training on September 30, and handed over its planes (flown only 110-270 hours) to 24. Fighter Air Regiment of HuAF. The document of the training course was dated on September 30, 1952 and was signed by Maj-Gen. Sándor Házi (Hungarian Air Force commander) and Maj- Gen. Bibikov (that of 59. VA). In the meanwhile Col. Mihaylenko became the 330. IÁD commander. The 330. IÁD was the first to get Yak-9B fighters in December 1944 (commander: Col. F. I. Shinkarenko). Its regiments were re-equipped with Yak-9B from December 18, 1944 to February 20, 1945. The 330. IÁD and 116. iap left for Strasshof and Aspern on October 10, after handing over planes to 50. Fighter Regiment. The 927. iap left for Strasshof on November 20. On October 17, 1973 six An-12s (Aeroflot) transported local Hungarian MiG-21F-13s to Aleppo to take part in the Arab- Israeli war. On July 18, 1990 an Il-76TD (CCCP-76749, c/n 0053460790) was seen here (food transport).

The landing plots in Kadafalva ►  
Az állóhelyek egy része Kadafalván

## Kecskemét-Kadafalva

Liaison code of 93. GvMSD:  
^OHATop (charity giver)

Liaison code of the heliport: 3Bé3fOHKa  
(starlet)

History: The ? oönc /independent attack helicopter squadron/ of the 93. GvMSD was based in Kecskemét-Kadafalva around 1967 with eleven-twelve Mi-4s. Affér 1975 had ten Mi-2s, two, later more Mi-8TVs (1976), Mf-24D (1976), Mf-24V (1978), Mf-24P (1982), Mi-24K/RCh (1986). The site has some thirteen small and two larger parking plots. The unit left for Tököl in February 1990 having some twelve helicopters. An An-2TD and one-two Mi-2s were seen in the nearby garrison as well.

## Kiskunlacháza:

Exposure: 47° 10' 42" N, 19° 04' 07" E ICAO code:  
LHKK Territory: 550 acres Height above sea level:  
98 m Liaison code: Y6c-Knme (Shelter)  
Code name: Aivinep (Amper)  
Hangars: 30 2/11 (of these 10 2B/11), 4 3/16  
(unfinished)  
Runways: 13/31 2500 x 44 m concrete,  
13/31 2500 x 300 m grass reserve Taxiways: 18  
meters wide History: Established in the 1940s as a  
grassy airfield. In 1944, a concrete runway was laid  
here (800 m x 40 m).

In January 1945 Soviet units based here 10

OacKHÜ HIAK /Assault Corps/ 210 inán, 707 inán /210, 707. assault regiment,  
11-2; 288 naBJiopancKaa HAJI  
/288. fighter division/; 611  
nepeMbiuicKOH nan - Yak-



Humor in the Air Force  
Humor a légierőben

N. I. Svitcnko (pointing at the  
map), commander of 14.gv.iap, 1943  
N.I. Svitcnko, (a térképre mutat), a  
14. gárdaezred parancsnoka, 1943

Kecskemét: 1944-45-ben az 5. VA 13. IAD-jának Jak-1/3 gépei települtek itt. 1952. március 1-én a 330. GVIAD ideteleptült Kecskevből, Konceladov ezredes vezetésével. E hadosztály egyik ezrede, a 116. iap szintén azon a napon érkezett Taszárba. A hadosztály másik ezrede, a 927. iap március 15-én érkezett meg Kecskemétre, s az egységek a 24. és az 50. magyar ezredék MiG-15 átképzését végezték. A 116. ezred szeptember 20-án, a 927. szeptember 30-án végzett az oktatással, majd mindkét ezred átadta a magyar egységeknek 31 db MiG-15 és 2 Jak-11 gépet. A hadosztály és a 116. iap törzse október 10-én elindult Strasshofba és Asperbe, a 927. iap pedig november 20-án követte őket Strasshofba. Kecskemét-Kadafalva: Kecskeméten települt 1956- tól a 93. Gárda Gépesített-Lövészadosztály törzse és számos alakulata, s alárendeltségében létrehoztak itt egy önálló helikopter századot 1975 után, Mi-2 gépekkel. Később a következő gépek repültek itt: Mf-8TV (1976), Mf-24D (1976), Mf-24V (1978), Mf-24P (1982), Mi-24K/RCh (1986), s tíz- tizenhárom kisebb és két-három nagyobb kutyanyelvűen álltak a gépek. Az egység 1990-ben kb. tizenkét géppel települt át Tökölre.

1/3/9, 659 FanauKOH nan - Yak-3, Yak-9 , 866 HcMamicKoM Han -Yak-3, 897 KИУННВСКНН Han - Yak-3, Yak-9T /611, 659, 866, 897. fighter regiments/.

There is a great probability, that 2. VA units were housed here until 1947. The original concrete surface was lengthened in 1950-51 (2500 meters). It was one of the most important bases of HuAF after World War II, housing the 37. Independent Reconnaissance Regiment (pf. 4747), of 82. Bomber Division from late 1952 until the events of 1956. The 37. regiment received its Tu-2s from 47. ogra. On November 1, 1953 the 47. Fighter Air Regiment (pf.: 5230) was established here. On the morning of November 3, 1956, tanks of the Red Army occupied the airport, blocked the runway. Some days later all planes of the regiment were flown to Sármelekk. The 37. Independent Reconnaissance Regiment was dissolved right in that year.

In August 1957 an unidentified MiG-17 unit of 275. IAD was based here (from Ungru, Estonia?). On August 27, 1960 the first MiG-21s of 14 TBapzeHCKHH jTBaKAbi KpacHO3HaMeHHbIH JIeHyHHPa/CKHH oiaetta Kyp30Ba MAII HM. TK/taioBa. (pp. 55711) /14 Guards twice red flag, order of Kutuzov, Zhdanov fighter regiment/ of 275. IAD arrived in Kiskunlacháza from the relatively close airbase, Kalocsa, then other 275. IAD other units were withdrawn, and 14. gviap was subordinated to 195. GviAD. Ob ATO of 14.gviap was pp. 62376, its Obs RTO pp. 83262.

Its predecessor, 7. iap had 1-153 (type 6. and type 24.), 1-16BT and MiG-3 until 1942 when the unit was reequipped to LaGG-3 and Yak-3. Later the regiment also had La-7. On March

7. 1942 the unit was designated Guards for its participation in the battle of Leningrad. In 1943 the unit got its Yak-9Ds which were in service until the arrival of MiG-15bis in 1951. In 1943 the commander was Major N. I. Svitlenko. The regiment was named 'Zhdanov regiment', as Maj-Gen. Zhdanov was the commander of

8. VA that took part in the invasion of Hungary in World War II. Pavel S. Kutachov (later Main Aviation Marshall of USSR) was member of the 3. squadron of the unit from 1939 to 1941. In front of his squadron's residence was a statue for him.

In 1960 the 14. gviap had twenty MiG-17Fs and ten MiG-19Ps. From 1962 the 14. gviap had ten MiG-21F-13/Us and ten MiG-19Ps and ten MiG-17Fs. From 1965 the unit had only thirty-five/six MiG-21PF/Us (and MiG-15UTIs). Between 1960-68 an unidentified unit was based here with Yak-25RVs (1965-1968?). The beginning of 1968 lasted with building the first forty 2/11 hangars for the new MiG-21PFMs (1970) and MiG-21SMs (1972) UMs (1973). In October, 1973 An-22 landed at Kiskunlacháza carrying weapons Systems to the Middle-East. In November, 1973 An-22s landed at the base carrying a trophy M60 Israeli tank to the USSR, received from Syria. In 1975 the MiG-21s were replaced by MiG-23Ms and MiG-23UBs. Then, ten 2/11 hangars were modified to 2B/11 hangars. Even in this year the second squadron of the unit was appointed as a special nuclear carrier one. Its planes flew with a special pylon under the left side of the fuselage and did not take part in alerts. For this purpose two Granit-type warehouses were built. They were situated at the old Hungarian kerosene station guarded by an electronic and a stone fence. The first examples of the MiG-23ML versions arrived here in 1979 replacing some of the MiG-23Ms. Though the planes of the unit had white outlined tactical codes, MiG-23ML '03' was painted in red and wore a half-meter Banner of the Hero of the SU on the left intake (inscription: N. A. Zelenov, Hero of the Soviet Union as this code was that of Zelenov. He was the great ace of the unit during combats above Hungary in World War II. His plane was shot down on June 29,



The KDP tower in Kiskunlacháza Az irányítótorony Lacházán



Old hangar at the airbase, built for the Hungarian Royal Air Force Régi, a Magyar Királyi Légierőtől örökölt időszakos hangár



The first MiG-23MLD: 'white 26'

1944. Before his joining this Az első MiG-23MLD a 14. ezredben unit, he had flown in 29. iap, predecessor of 1 .gviap.)

On January 9, 1984 a MiG- 23UB crashed. The instructor survived but the student died.

From 1985 the unit also had MiG-23MLDs. At around 10.25 am, March 24, 1986 two MiG-23MLs crashed into each other. One pilot ejected, the other one died. On May 6, 1986 unit commander Col.

Pranin had an accident with a MiG-23UB, which fell on the school and the Street of the nearby világé, Aporka. Both ejected and no injuries were reported. In 1984-86 the tail of a written-of MiG-23M of 14.gviap was built in MiG- 23MF 'red 11' of Hungarian Air Force. On May 27, 1986 the 515. iap (MiG-21bis/UM)



Kutachov flew in our squadron till \*41\* „Kutachov századunkban repült '41-ig”

had moved here for one year as AB Tököl was being renewed. On August 14, 1986 the first five MiG-29s (blue 01-05) arrived in Kiskunlacháza, and the replacement took a year. Every other month five-eight MiG-29s arrived and the same number of MiG-23s flew away. The new planes had blue codes. All thirty-two planes were (9-13) subtypes. They also wore a small guards sign, and one had red code and a bird was also painted on it as a reminder of an accident involving a bird. The trainings were

Kiskunlacháza: 1945 januárjában az alábbi egységek települtek itt: 210. ShAK, 707. shap: 11-2,611. iap: Jak-1/9,659. iap: Jak-3/9,866. iap: Jak-3,897. iap: Jak-3/9T. 1957-ben a 275. IAD egy MiG-17-ekkel felszerelt ezrede települt ide, melyet 1960-ban kivontak. Ennek helyére érkezett 1960. augusztus 27-én Kalocsáról a 14. gviap, 20 db MiG-17F, 10 db MiG-19P géppel. 1960-67 között egy nem ismert felderítőegység is repült itt Jak-25RV gépekkel. A 14. gviap-ot 1962-ben kezdtek átfegyverezni MiG-21-re. Az ezredparancsnok 1960-65 között V. Sz. Levickij volt. Az ezred gépei Kassán települtek a csehszlovák események alatt. 1968-69 körül 40 db 2/11 típusú hangárt építettek. Állomány - 1962: 10 MiG-21F-13, 10 MiG-19P, 10 MiG-17F, 1965: 35 MiG-21 PF, 1970: MiG-21PFM, 1972: MiG-21SM, 1973: MiG-21UM. 1975-ben a MiG-21-két MiG-23M/UB/UM gépek váltották. ►



Home of 2. squadron of the unit, built in 1969 A második század épülete, amit 1969-ben adtak át

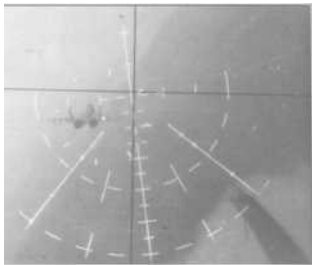


A 2A/13-type shelter in Kiskunlacháza Egy 2A/13 típusú hangár Lacházán



MiG-23UB 'white outlined 65' in Tököl (Kiskunlacháza renovation) „Fehér 65” MiG-23UB Tökölön, a lacházi pályafelújítás idején

solved solely by MiG-23UBs until 1989. On August 23, 1986 the first MiG-29s made their maiden flights above Hungary and the base. On January 5, 1987 a MiG-29 ran over the runway into the net. In 1987 the wingtip of the 'blue 29' was crashed by a truck. On April 24, 1987, 'blue 32' caught fire at the start-line due to a fault in the starting accumulator. The fire was extinguished with foam, which was washed out with muddy water drawn from the ponds near the runway, leading to the early corrosion of the RD-33. On August 6, 1987 the 515. iap left for Tököl. During 1987 an An-2 was observed in Kiskunlacháza supposedly from DOSAAF or YuGV Staff. In 1987 a local MiG-29 flew target for an overhauled Hungarian MiG-21MF. The Hungarian pilot (Dózsa György)



This 14. gviap MiG-29 played target for a Hungarian MiG-21MF Ez a lacházi MiG-29-es repült célt egy magyar MiG-21MF-nek



MiG-29UB 'blue 70' of the unit in 1990, at Kecskemét airshow MiG-29UB (kék 70) a kecskeméti repülőnapon, 1990-ben

14. gviap, 1982

1. squadron: MiG-23M/ML white outlined 01-12, 14, MiG-23UB: white outlined 61, ?, ?
2. squadron: MiG-23M/ML white outlined 19-26, 56-60, MiG-23UB: white outlined 64, 63, ?
3. squadron: MiG-23M/M: white outlined 41-53, MiG-23UB: white outlined 62, 65, ?

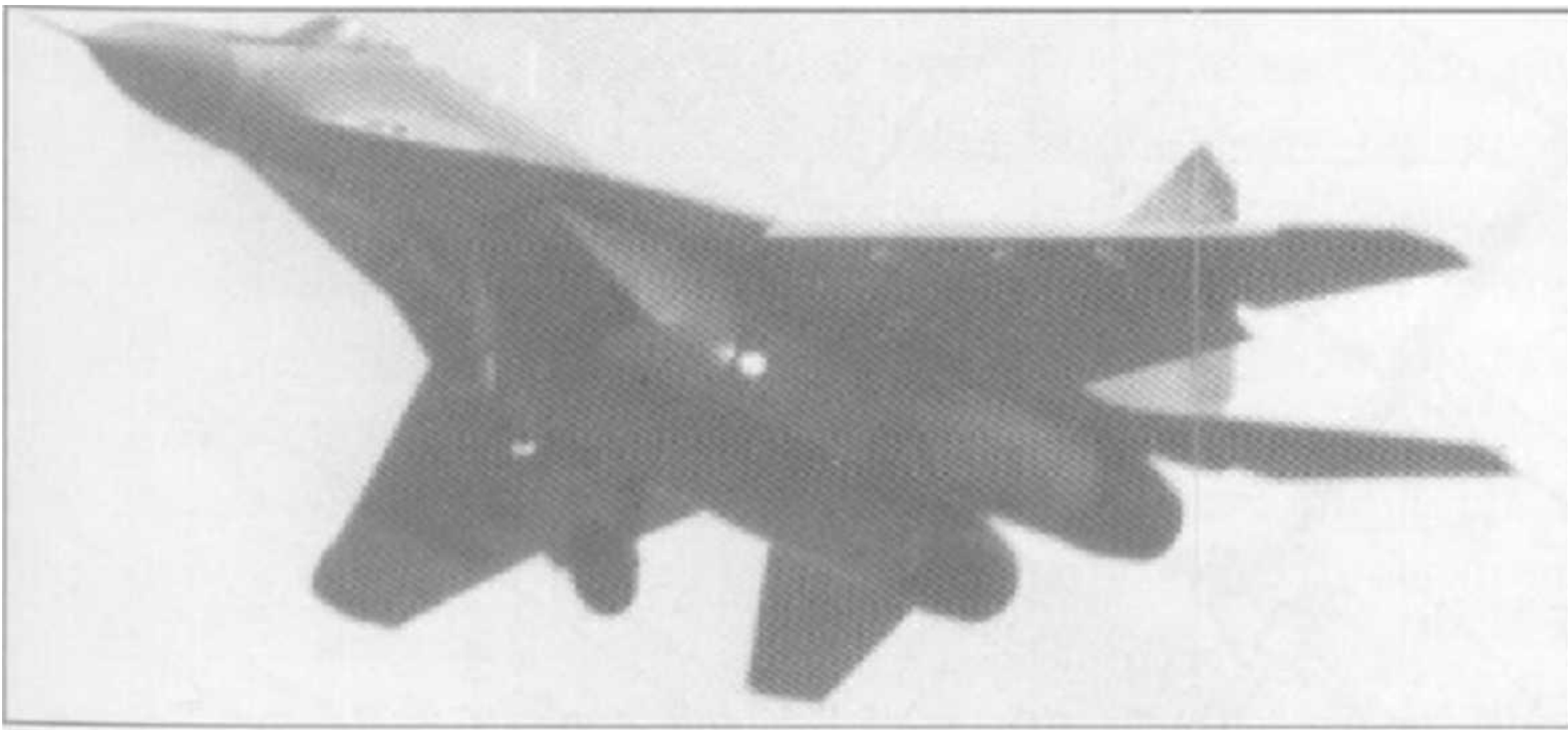
photographed the Soviet machine. On August 29, 1987 the MiG-23UBs of the 2., 3. squadrons moved to Tököl, while those of the 1. one moved to Mezőkövesd. On September 14, 1987 the MiG-29s followed the 23UBs as the renewal of the base started and lasted for almost one year. The first 4 MiG-29s of the 14. gviap (blue > 31, 32, 51 etc.) arrived in Tököl at 12.30 on September 14. A new 5 taxiway (reserve runway as well) was established parallel to the old ^ runway. The machines arrived home in October 1988. In 1989 two L MiG-29UBs (blue 70, etc.) arrived, but eight MiG-29s stayed in 5 the regiment. In the summer of 1989 building phases of four 3/16 >hangars were started, but due to the political changes, were never E

1979-től MiG-23ML, 1985-től MLD változatok érkeztek az ezredbe, melyek fehér körvonalas oldalszámmal repültek, kivéve a piros 03-as gépet, amely Zelenov, a Szovjetunió Hőse, az ezred egykori ászának nevét viselte. 1984. január 9-én lezuhant egy 23UB, az oktató túlélte, a növények azonban meghalt. Később, 1986. március 24-én, 10.25 körül két 23ML ütközött egymásnak, s az egyik pilóta nem tudott már kikapitulálni. 1986-tól Pranyin ezredes lett a parancsnok, aki május 6-án kaptulálni kényszerült 23UB gépből, mely aztán a közeli Áporka üres iskolájára zuhant. 1986. május 27-én a tököli 515. iap ide költözött, mert az ottani pályát felújították. Közben augusztus 14-én megérkezett a lacházi ezred első öt MiG-29 (9-13) gépe, s a csere egy évig tartott. A kiképzőgépek 23UB-k maradtak, s csak 1989 végén érkezett két 29UB. 1987-ben a kék 29-es oldalszámmal gép szárnyának törvégebe egy teherautó ütközött, április 24-én a 32-es gép hajtóműve kigyulladt, s pocsolóvízzel oltották el a tüzet. Augusztus 6-án a tököli gépek elhagyták a bázist. A tököli felújítás alatt, 1987-ben itteni gépek repültek célt a PG átszállított MiG-21-inek. 1987. augusztus 29-én a 14. ezred második és harmadik századának 23UB-í Tökölre, első századának kétülésesei Mezőkövesdre települtek, s szeptember 14-én a harci gépek is követték őket, hisz az itteni pálya felújítása kezdődött el. A gépek 1988 októberében tértek vissza. 1989 nyarán négy 3/16 típusú hangár építése elkezdődött, de nem fejezték be őket. 1990. augusztus 18-19-én az ezred kék 01 -es harci és kék 70-es UB gépe a kecskeméti repülőnapon jelent meg először. 1991. április 22-én az ezred 38- 39 gépe Zserdevkába települt, M. Je. Bobrov ezredes parancsnok irányításával, új postafiókszámmal. A nyolc 23UB és két 29UB Vozneszenszkenk tankolt közben, míg két harci gép műszaki okok miatt Umanyanb landolt. A bázist május 20-án adták át a magyar félnek.





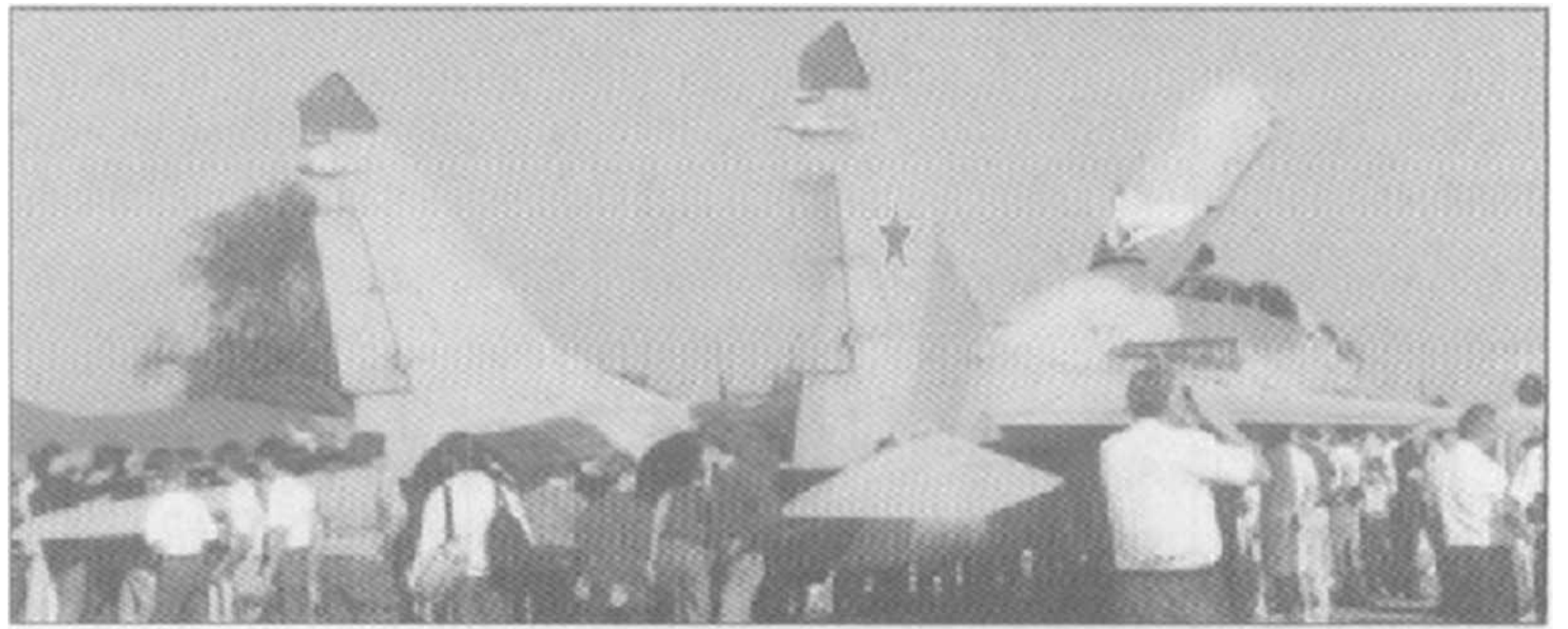
Name, way of the unit MÍG-23ML on the wall of the Staff building Az ezred neve, harci útja MÍG-23ML montázs a törzs épületében



MiG-29 'blue 19\*' and 'blue 11\*' of 14. gviap MiG-29 „kék 19”, „kék 01” a 14. gárdaezredből

finished. On August 18-19, 1990, MiG-29 'blue 01', and MiG-29UB 'blue 70' took part at the aviation show in Kecskemét and displayed fascinating manoeuvres while arriving.

On April 22, 1991 forty-two - forty-four aircraft flew to Zherdevka, 9.GviAD of VVS-MVO under a new field post number 43167. Two MiG-29UBs and eight MiG-23UBs landed at Voznesensk (Martynovka) for refuelling, while one-seaters flew directly to the new home. Only two planes had to land at Urnán due to technical problems. One of their pilots was Borya Zhenikov. The unit is now based in Halino (with MiG-29Ses).



MiG-29 'blue 01' and MÍG-29UB 'blue 71') MiG-29 „kék 01” és MÍG-29UB „kék 70”



Aerial photos from 1983 and 1991: MiG-23s are visible ▲ ► 1983-as és 1991-es légifotók: MiG-23-k láthatóak







# Kunmadaras

ICAO-code: LHKM Frequency: 124,575 MHz

Territory: 776 acres Height above sea level: 88 m

Hangars: 4 2/11, 40 2A/13, 14 3/16 Code name:

Ооктрот (Foxtrot)

Liaison code: BoaoKanKa (Water tower) Liaison code

for the nuclear base: Ha'o (?) Runway lights: fixed,

ground-wired System Localiser Outer: OT-369-TO

Localiser Inner: <b-747-T

RSBN: RSBK-6K

Flying days: (1. gviapib) Tuesday/Thursday/Sunday, (328. ograp)

Monday/Wednesday/Friday;

Runways: 05/23: 2502 x 70.6 m concrete (05:47° 23' 01.4" N, 20° 46' 10.7"

E), (23: 47° 23' 47.46" N, 20° 47' 47.59" E), stopways: 2x49.6 m asphalt,

05/23: 100x2500 m grass Taxiways: 18 m wide

History: In 1944 the German Empire's Military Authorities thought of establishing an airbase in the middle of Hungary. The commanders of German Air Force, Luftwaffe started to build a new 1200-m concrete-runway (05/23) in the grassy airfield near the town of Kunmadaras. The work was started on June 14, 1944. Ukrainian war prisoners were ordered to carry out the hard tasks, such as building the runway. Later local Hungarian civilians were hired to speed up the process. Even so, the work could have never been finalized because of the serious defeats suffered by the Germans. In the meanwhile Kunmadaras was also the base of the 13. Panzerdivision of the German Army and later that of the Feldhermhalle Panzergranatdivision (prior to Kunmadaras it was based in Nyíregyháza). Owing to the presence of the Germans, unknown aircraft (RAF, USAAF, SovAF) attacked (maybe mistakenly) the village during the period of August 21-23, 1944. The withdrawing German troops blew up the half-ready airport on October 8, 1944. The soldiers of the 3. Ukrainian Front freed the town in the evening of October 14, 1944. Afterwards the HQ of the Front and its Communications units were based here, and afterwards German bombers attacked the base unsuccessfully.

On March 3, 1945 the 52 EAO /52.

Battalion for Aviation usage' and some unknown aviation units were based here.

In 1950-51 a totally new, 2500-m long runway was established parallel to the old one, and taxiways were built as well (on the old German strip). During the spring of 1951, 1331 political prisoners and 200 guardsmen were deployed in the establishment of Kunmadaras AB. Open shelters had been put up, and afterwards the base played an important role in Hungarian military aviation: it was not only a base for fighter units and bomber regiments but was also used as a training place for the new generations of fliers. In 1949-1956 it was the core base of HuAF.

On May 12, 1951 the 66. Fighter Air Division was put up here with: 62. Fighter Air Regiment (pf.: 7912, established on February 15, 1951 in Kunmadaras), 31. Fighter Air Regiment (pf.: 5614, established on October 15, 1951 in Kunmadaras), 47. Fighter Air Regiment (pf.: 5230, established on November 1, 1953, Kiskunlacháza). Sixty-two MiG-15s were delivered for them from 1., 5. gviap, 515. iap in 1951. See their codes and c/n in the number chapter. The brand new base was taken over by Hungarian Air Force on May 13, 1951. On November 4, 1951 President Mátyás Rákosi and Defense Minister Mihály Farkas visited the aerodrome. On July 17, 1952 the first successful Hungarian ejection took place when István Ferencz ejected from MiG-15 Ted 037'. Between November 1 -5, 1952 the entire 66. Division moved to Kecskemét.

I.gviap crews intensively took part in the retraining process of the Kunmadaras-based Hungarian fighter units. They

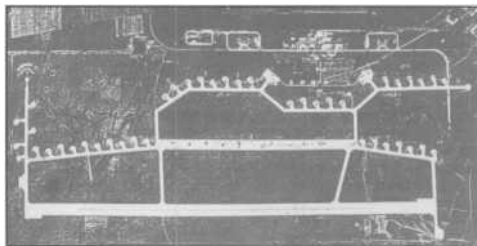


Hawker Hurricane IIB, Lend-Lease aircraft of 1. gviap in 1943 Az 1. gárdavadászrepülőök Hurricane IIB, Lend-Lease gépei 1943-ban



Map and photo of Kunmadaras AB, 1953

T A 1953-ös térkép és légifotó a bázisról



trained the young Hungarian fliers to fly with MiG-15. The technical personnel of 1. gviap assembled the fighters. The following persons of 1. gviap helped the training of the Hungarians: > Máj. V. A. Gantshikov, a squadron commander of the gviap was & the leader of the training group. The training pilots were First ^ Lieutenants N. K. Golovin, Rodyonov and Gordov. The technical c group consisted of four Soviet engineers, ten technicians, ten t mechanics and it was led by Máj. Frolov.

On December 1, 1952 the 82. Bomber Division (pf.: 4737) was established with three regiments, inheriting Tu-2s from Soviet AF: 10. Bomber Regiment (pf.: 4710), 26. Bomber Regiment T (pf.: 4700) in Kunmadaras, and 37. Independent Recce Regiment (pf.: 4747) in Kiskunlacháza. On December 12, 1952 a Li-2P '306' ~ (s/n: 18436306) crashed while landing and was written off.

On December 21, 1952 thirty-three officers of 47 orpan '47. independent guards reconnaissance regiment/ were based here to retrain Hungarian officers of the bomber division to Tu-2. By May 1953, a hundred and twenty crews had been trained and sixty-two Tu-2 (47. ograp and from another unit) were handed over to Hungarian units. (47. ograp is currently based in Szatolovo, having different versions of MiG-25R/BB/RMs and Su-24MRs.)

On July 30, 1953 the 31. Fighter Air Regiment was re-based to the newly opened Kalocsa AB. In 1953 a Soviet captain and a major landed here with two MiG-17Fs (using brackets). They were flying from Ungvár (Uzhgorod, UkrSSSR) to Tököl, but due to bad navigation they arrived here. In 1954 the Fighter Training Regiment of the György Killián' Aviation Officer School was founded with two squadrons in Kunmadaras. In 1954 entire 5. gviap (Pápa) re-located here for some days. During the weekend two-three flights of the unit simply flew back to Pápa. On March 30, 1956 a Canberra flew into Hungary from Romania. Lt. József Csemák and First Lt. Miklós Módos were alerted to catch the spy plane. They took off with MiG-15Bs from here and saw the target flying at 15-20 kilometers. They dropped their external tanks but even so they did not manage to lift to the desired height. The spy plane left Hungary near Szeged. On November 4, 1956 the first Soviet tanks appeared at the base (whose commander was Capt. Jenő Hagymási) and the pilots and their families were told to leave the airport. Finally the planes of the local units were flown to an unknown destination.

From this time on, the base was a Soviet garrison. In 1957 11-28/Us of 880. gviap (pp. 64390) of 177. GviAD were based here. The first MiG-17/PFs, MiG-15UTIs of 1. rBapaefclKHiH KpacHopaBapaenCKHH aBaagibi KpacH03HaMeHbHHb op/t. JeHnHua n Kyry30Ba HÁTI, (pp. 49701) /1. Guards, red guards, twice red flag, order of Lenin and Kutuzov fighter regiment/ of 195. GviAD arrived here from Veszprém in 1959 (or early 1960?).

The predecessor was founded in June 1913! During World War II, it was the very first unit (originally 29. iap, renamed to 1. gviap on December 12, 1941) to receive a Guards emblem, moreover, it got the Order of Lenin and Red Flag. Until November 1942, commander of unit: Lt-Col. A. P. Yudakov, then Major I. T. Logvinov. From 1940 until 1945 its pilots had victory over 347 planes of the Luftwaffe (two of them were suicidal actions!). The unit had 1-15, 1-16, Hurricane, Yak-1, Yak-3, Yak-7, Yak-7B (November 1942) and Yak-7U, UTI-4. The unit was deployed in the Kalininsk Front from November 1942. On January 9, 1943 the unit was re-located to the Volhovsk Front. The unit's last victory was on May 8, 1945 near Prague. On May 9, 1945 Lt. Novoselov, pilot of 1. squadron flew his Yak-3 pulling a red ribbon with the inscription 'Victory' over Berlin. After the war, the unit was integrated into GSOVG (commander: Lt-Col. N. A. Malinovsky). From June 1945 it was based in Tököl, (under 7. GviAD until 1947, then 195. GviAD), from October 27, 1956 in Veszprém, and finally from 1959-60 in Kunmadaras.

The 315 orpa /315. Independent guards reconnaissance squadron/ was made from 880. gviap in 1960 with 14 MiG-15Rs. In May 1965 a PVO regiment of Su-9/Us was seen here. The new fighter-bombers, Su-7Bs arrived in March 1963 (along with 3. iap in Poland and some units in the GDR) to replace the MiG-17PFs. Thus the unit was renamed to 1. gviap and was ordered directly under 59. VA. Also in 1963, the 2. squadron of 1. gviap was appointed to be a nuclear-carrier one. The unit had fifteen planes capable of nuclear strike. Around that date a special storage house

was built outside the base (for nuclear and Chemical warheads), at the site of the old Hungarian weapons warehouse. The advanced Su-7BMs and UMs were delivered in 1965, and thus 1. gviap had twenty-seven Su-7B/BMs, four Su-7UMs, twelve MiG-17Fs, five MiG-15UTIs in a report from 1968. Eleven MiG-21Rs and three UMs arrived in 1967, which replaced the last MiG-15Rs of 315. orae. These units played a role in the intervention in Czechoslovakia. Aircraft of the 1. gviap were based in Ostrava-Mosnov on August 21, 1968. From August 25 until October 27, 1968 they were based in Námest nad Oslavou. One year after the arrival of MiG-21Rs, construction of fourteen 2/11 -type and later of twenty eight 2A/13 -type hangars started. In the first third of the 1970s there was an accident. According to eyewitnesses two planes (supposedly two Su-7Bs) were training in air combat when one plane started losing altitude. Unable to avoid the crash, the pilot ejected. The falling MiG landed on the grass and began sliding. It passed near a building housing sheep named 'Piroshka mahyor' but one of its wings crashed into a tree; causing the plane to spin and crash right into the building which blew up immediately, killing the shepherd, a mule and some sheep. I haven't seen the record book of the accident, but witnesses say that the first plane was firing at the second. In 1972 a two-seater was about to land but the new pilot could not stop the plane at the fence and it ripped into the railway line. Around the same time an experienced pilot had an accident near Tomajmonostora with a Su-7UM. Witnesses say that at around 23.00 they saw a plane with a burning engine bumping into the ground. The pilot was unable to escape. Around 1973-74 the developments started: a brand-new taxiway, special under-surface commanding points were built at the half of the length of the south side of the runway. Three smaller ones were built: one for the zrp, one for the Ob ATO of 1. gviap, and one for the surveys of the reconnaissance unit. Two large ones were built for the command of the two aviation regiments. By 1976 fourteen additional 2A/13 -type shelters were established for 1. gviap. Around 1976 the 1. gviap was renamed to 1. gviap and shifted planes: Su-7B/BMs were gradually replaced by thirty-two Su-17M2/UMs. In September 1977 97. orae's fourteen Yak-28R/PP/Us arrived in Kunmadaras and 328. ograp was established with them being the first, and with 315. ograp becoming the second squadron. On their very first training day, squadron commander Máj. Prostov and Master L-1 Vasilevsky died in the crash of MiG-21UM /17/. In 1977-79 the last MiG-15UTIs were parked finally. In 1976-1977 the leaders of Soviet AF decided to have all their aircraft camouflaged. This was also applied to the two local units, but even in the early 1980s, there were some planes of silver color. In 1979 oazvm's three/one II-



Su-7Bs of 1. gviap in 1965  
Az 1. gárdaezzet Szu-7B gépei 1965-ben

1. gviap (1972)

Su-7B/BM: 12, 14, 15, 17, 21, 24?, 27, 30, 31, 33, 34, 38, 40, 42, 46, 47, 54, 61, 65, 70, 71, 73, 74, 75, 76, 78, 81, 82, 83,

Su-7UM: 19, + 3 other machines

MiG-17F: 29, 50, 51, 52, 53, 55, 57, 58, 59, 60, 61, 62,

MiG-15UTI: 21, 24, 25, 43, 45

Kunmadaras: A Luftwaffe ukrán hadifoglyokkal építtetett itt egy 900 méter hosszú betonos leszállót, amit 1944 októberi visszavonulásukkor, a szovjet csapatok közelével részben felrobbantattak. Ekkor több orosz alakulat repült itt (17. Légi Hadsereg), melyek még 1945-ben elhagyták az országot. 1956-ig a magyar légierő vadász- és bombázóalakulatainak bázisa volt. A 880. gviap 11-28-ai 1957-ben érkeztek ide. Az alakulatot 1960 elején 315. ograe- vé nevezték át (MiG-15R/UTI), ekkor jött létre a célvonató raj is 3/1 Il-28BM-U-val. Az 1. gviap MiG-17-i 1959-60-ban érkeztek ide Veszprémből. Az ezred elődje a legelső orosz/szovjet repülőegység volt, amíg 1913-ban alakult, és 1941. december 6-án megkapta az 1. Gárdaezzet kitüntető címet. 1945. május 9-én Novoszelov hadnagy, az ezred első századának pilótája Jak-3-asával „Győzelem!” felíratú zászlót húzva átrepült a Reichstag romjai felett. 1945 júniusától Tökölön települt az ezred, a 1947-től a 195. GviAD alárendeltségébe került, majd 1956. október 27-én áttelepült Veszprémbe. ►



Su-7UM 'red 89' and Su-7B with intervention red stripes, Kunmadaras 1968 Az 1. ezred Su-7UM/B gépei csehszlovák intervenciók gyűrűkkel 28BM/U were based to Kunmadaras. In the spring of 1983 the 1. gvpib moved to Mezőkövesd, while 328. ograd and oazbv moved to Debrecen, as the reconstruction started: the runway got a new surface, its channel-system was modernized, so its status is even now outstanding. The units arrived home in October 1983

'occupying' not only the biggest but one of the most modern bases of Hungary. In around 1979-80 fourteen 3/16-type hangars were built for the Yak-28s of 328. ograd. On December 24, 1984 radars of aerodrome Kunmadaras observed a UFO. Two helicopters were alerted to take closer looks at the object. In March 1984 MiG-21Rs were replaced by twelve Su-17M4Rs and three UM3s in 328. ograd. Tu-16s and Tu-22M3s were observed in Kunmadaras in the 1986-1990 period. On July 7, 1986, a General having arrived in Kunmadaras from Moscow, ordered

two Su-17M2s of 1. gvpib to attack targets in the nearby bombing range. There were white clouds in the sky. Fifteen-twenty minutes after take-off (one flying at 2100 m, the other flying at 2400 m) a lightning struck one of them. The board navigation devices failed and the 'Engine fire' button lit up. The pilot, Capt. Alekseyev pulled the throttle to position STOP and ejected. According to a witness, the machine felt like a ball of fire and bumped into the ground with its four OFAB-500 bombs exploding between Nagyit and Ludas. The other plane attacked the target with success. The red box had recorded nothing. The commission concluded that a lightning shouldn't have struck from a white cloud according to physical laws and mankind knew until only a little of electrostatic phenomena. On July 28, 1986 two Su-17M2s of 1. gvpib blew up at the flight-line as the weapons specialist, Master Lt. A. Shmarev dropped a P-50Sh practice bomb by chance and its opening magnesium flare load bumped into the Central flight-line kerosene system. The fire was transmitted to the planes (blue 12, 05) by a heavy (15-18 m/s) wind. The weapons all exploded and the planes burned out within 15-20 minutes. Yak-28RV 'blue 04' crashed on August 13, 1986, around 13.20 pm falling on Andomaktálya, while practicing low-level flight. Its crew, Lt-Col. Otshibkov, and navigator Lt. Alekseyev were killed. During 1988-89 all Yak-28s of 328. ograd were replaced by thirteen Su-24MRs (white 01-12, 14). They became the 1. squadron and were situated in the 3/16 hangars. After the reforming of 328. ograd Yak-28R 'blue 03' was placed in front of the repair-hangar (TETsh) of 328. ograd and was sometimes used as a training facility. Later the plane was sold, its fate is



Su-17M2 '02', '09' (white outlined), '04' of 1.gvpib in 1983 and 1987  
Az 1. gárdacéz három Su-17M2 gépe 1983-ban és 1987-ben

unknown. In June 1987 Yak-28R 'blue 36' (c/n 6960401) of the 1. squadron was written off and cut into pieces, and its engines brought to the warehouse of the Ob ATO of 328. ograd. The plane was transferred to the wreck heap (9,2 tones). Yak-28R 'blue 14' (c/n 7961004) was flown to Debrecen to be shown at the open air park under code 'red 20'. In 1988 the 368. oshap's Su-25s were transferred to Germany via Kunmadaras as a rewarded break of

about two weeks. In 1988 a part of the taxiways at the north side of the runway got an asphalt covering (38000 m<sup>2</sup>) and in 1989 the half of the taxiway at the other side was covered with asphalt (67000 m<sup>2</sup>). On April 17, 1988 the 1. g.vapib was based in Tassár during the 'Gránit 88' exercise. In August 1989 Su-17M2/UM2s 1. g.vapib were replaced by some thirty-four MiG-27Ds and fifteen MiG-23UBs (sources: 88. g.vapib and two other units from Kazakhstan

A hard night: January 04, 1984

On January 4, 1984, the flights in the 328. ograd were fulfilled in two parts: first shift - day flights, second shift - day/night flights. The second one was commanded by Lt-Col. Moysseyev, who was a test flight attendant in the regiment as well. In the second shift the entire 1. squadron (Yak-28R, Yak-28U) and a squad of the 2. squadron (MiG-21R, MiG-21UM) were involved. Among others, the crew of the commander of the 1. squadron participated the session as well: commander of 1. squadron, 1. elás pilot Lt-Col. Valeriy Dimitriyevitch Nemov and his navigator/operator, Lt. Kotlubayev. Technician of the a/c (blue 02, see it below) was Sen. Lt. Danilov. The night flights started in the level of PMU (Easy Meteorologic Circumstances). Around 23 o'clock the crew of Lt. Col. Nemov was waiting for the call to start but the meteorologist on duty reported about a change in the meteorologic levels and flight attendant Moysseyev decided to shift to SMU (Complex Meteorologic Circumstances). Because of the change, the plan table of the SMU level came in use. Thus, Nemov and his operator were called to the parking plot. Their taxiing-out was delayed for around 30 minutes, so after checking the machine they and the technicians went to have something to eat. The photorec mechanic remembered that he had forgotten something, and thus returned and did his things in the cockpit. Upon entering the cabinet, he put his safety lock in the operator ejection seat. When leaving the cockpit, he forgot to pull out the lock. Neither the crew, nor the other technicians knew about his working in the plane, and because of that there was no new check of the aircraft. At the taking off, Nemov headed in the direction of bombing range Nádudvar. At the height of 600 meters, the right engine failed. With difficulty He managed to stabilize the machine and commanded Kotlubayev to eject, but the operator stayed in the cockpit. Then the commander caught sight of the safety lock, so he shouted to the headset: „Jump my son, jump!”. Immediately a fire started in the engine, the pressure lost the hydraulic system, and the aircraft became uncontrollable. At the height of 300 meters, at the angle of 60° Nemov ejected (note that the minimum height for ejection from a Yak-28 was 400 meters). Kotlubayev died. He was twenty-three, his wife twenty-one, and his daughter was only four months old. What was left of his body was transported to Maykon aboard an An-12BP of 201. osae. Some weeks after the burial, the ejection pull-tool and his hand was found in bombing range Nádudvar. For Nemov, it was the second time to eject. Many of the pilots' wives blamed him for the death of the young operator, and this traumatized the saved

commander. Nemov would say: 'I could not die with my operator, I have children as Yak-28RV 'blue 02' shortly before its accident well!'. After a short cure he returned to Kunmadaras.

A két 02-es Jak-28R röviddel a lezuhanása előtt Y



1963-ban az ezredet 1. g.vapib-pá nevezték át, s közvetlen alárendeltségbe kerülő, megérkeztek az első Su-7B, majd BM/UM vadászbombázók. Akkortájt hozták létre a különleges atomfegyver-tárolót a bázistól másfél kilométerre északra. 1968-ban az ezred 31 Su-7B/BM/UM, 12 MiG-17F, 5 MiG-15UTI géppel rendelkezett, melyekkel augusztus 21-én Ostrava-Mošnov-ba települt, majd 25-étől október 27-ig Namest nad Oslavou-ban diszlokált. 1969-ben tizenhárom 2/11-es hangárt építettek a 315. orae 13 MiG-21R-jének (1967), majd huszonnyolc további 2A/13 hangárt építettek. 1977 szeptemberében a 97. ograd (Jak-28R/RV/PP/U) ide települt, s a két századból létrejött a 328. ograd (december 2-án a 17-es MiG-21UM lezuhan). 1976-ig még 14 db 2A/13-as hangár épült, s az 1. g.vapib fokozatosan kapta új Su-17M2/UM2 gépeit, összesen kb. 42 darabot a Su-7-es, és a MiG-17/15 századok helyett. Közben a terminus is megváltozott, 1. g.vapib lett belőlük. 1983 tavaszán a vadászbombázók Mezőkövesdre, a többi egység Debrecenbe települt októberig, mert a pályát felújították. 1984. január 4-én a 328. ograd két 02-es Jak-28RV gépe lezuhan éjjel: a pilóta, Nyemov alezredes, századparancsok katapultált, de Kotlubajev, a 23 éves navigátor személyhalt, mert egy műszaki tiszt bent hagyta a katapultálás biztosítószögét, melyet a hivatalos ellenőrzés-árvétel után tett oda (lásd a gépet a fenti fotón). 1984 márciusában a MiG-21R-ek Su-17M4R/ UM3 gépek váltották. 1986. július 7-én egy Su-17M2-es zuhan le Ludas és Nagytű között. 1986. július 28-án két Su-17M2-es (12.05) égett el az állóhelyen, mert egy fegyverzetis kioldott egy P-50S gyakorlóbombát, melynek égő magnéziumrúdja begyújtotta az éppen tankoló egyik gépet, a szél pedig megtette a maga dolgát. A 328. ograd 04-es Jak-28RV-je 1986. augusztus 13-án Andomaktályára zuhan, s Otsibkov alezredes-pilóta, és Alekszejev hadnagy-navigátor meghaltak. ►



Yak-28R/blue 15', Yak-28RV/blue 14'(painted red 20) of 328. ograd ▲ ► Kék 15-ös Jak-28U, kék 14-es Jak-28RV (piros 20-ra festve), 328. ezred



Szu-17M4R (gy.sz.: 18209), 328. ezred: gyakorlat 1984-ben



Mi-6Aof 396. gvozp while in Kunmadaras A kalocsai 396. gárda-helikopterezred Mi-6A-ja Kunmadarason

and Ural. The UBs were piloted here by four pilots, two of whom were: A. G. Savin and V. N. Horohordin). The UBs were, according to the needs of training periods, revolved between units and their board numbers were tailored into the units' number system, though,



The KDP, and Valeriy Lyadov, an 1. gviapib pilot A torony, és Valeriy Ljadov, az 1. gviapib pilótája

for example, blue 62 arrived from 88. gviapib. The retraining to the new aircraft was carried out in Debrecen and Kunmadaras, and that of 257. ob ATO in Sevast'pol. On March 20, 1990 a big parade was in Debrecen and MiG-23UB yellow 55, 56 participated, then left Hungary. In the 1980's an 11-76 landed in Kunmadaras with defected engines (engines fai led in the height of 6 km, distance of 64 km). In 1990 Su-24MR 'white 08' of 328. ograd crashed but the crew ejected safely. Yet the fate of the aircraft is unknown, but there were rumors about it falling into a lake. On July 4, 1990 the 52 MiG-8s of 396. gvozp relocated here and left for Kagan two days later. During the withdrawal procedure, many giant An-22s visited the airbase. On January 14, 1991 An-22A (CCCP-09329, c/n 043482276) was seen and photographed at Kunmadaras. In February 1991 Capt. Patrusev had to eject from his MiG-27D, as while he was only about 2 km from the airbase and at the height of 100 m, the engine failed due to lack of kerosene. The withdrawal of the local units took place in 1991. The 328. ograd left for two places (via Ivano-Frankovsk) on April 13, 14 and 15, 1991. April 13- Su- 24MR: 01.03, 09, 11, 14. April 14- Su-17M4: 21.22, 23, 24, 25, 26, 27, 28, 29, 30, 31, Su-17UM3: 33, 34, 35; Su-24MR: 02.04, 05, 06, 07, 12. April 15- Su-24MR: white 10. The Su-24MRs left for Shamhor, Aserbaidzhan (882. ograd). The unit had a farewell celebration event (see photo later) on April 14, when the military band played the Hungarian anthem as well, then the unit commander made a speech in front of the entire technical and flying personnel. The 1. gviapib left Hungary in two sections. On April 19, the regiment flag and some MiG-27/23s flew to Leybyazhe to form 1. gviapib, while on April 22, others flew to 53. gviapib of 39. ADIB of 15. VA, to Lielvarde (Latviya) with the following route: Mukatshevo (14 m, 30 s), Luts'k (24 m, 30 s), Lida (25 m, 50 s), Liervarde (24 m, 20 s). After 1994 the 1. gviapib was renamed to gviapb having some thirty Su-24Ms under 105. BAD. In 2001 the 1. gviapb commander was Col. A. Mizharyev. Finally, the mechanic battalions left the base with an An-22 on May 10, 1991 and the airbase was officially closed on the same day. Hardly had the Soviets left, when a US General visited the nuclear storage base.



MiG-27Ds 'blue 24, 32, 05' of 1. gvapib ▲ MiG-27D-k (kék 24,32, 05) 1. gárdaezred ▼



Lgvapib (1990)

1. squadron (15 aircraft)

+ 1 R-105

1. flight: blue 07, 08, 18, 19\*

2. flight: blue 04, 05, 06, 20\*

3. flight: blue 01, 02, 03, 21\*, 22\*

reserve: blue 10, 62\*

2. squadron (17 aircraft):

+ 1 R-105

1. flight: blue 33, 34, 35, 36, 39\*

2. flight: blue 28, 29, 30, 31, 32

3. flight: blue 23, 24, 25, 26, 27

reserve: 37\*, 38\*

3. squadron (16 aircraft):

' 1 R-105

1. flight: yellow 49\*, 50\*, 51, 52

2. flight: yellow 44, 45, 46, 47

3. flight: yellow 40, 41, 42, 43

reserve: yellow 48\*, 53 + 55, 56,

Personnel of IAS of 1. gvapib responsible for each plane of the third squadron: 52-Torgesku, 44-Prohorov, 45-Zabulov, 46-Sidyakov, 47-Sibirev, 40-Zabukov, 41-Zolotarev, 42- M. Lieut. Baranov, 43-Melnikov, 48-Sopoyko, 53-Komar, those of 49, 50, 51 are unknown.

MiG-23UB 'yellow 56' of 1. gvapib before leaving Hungary MiG-23UB „sárga 56” az 1. gárda-vadászbombázó ezredből



◀ ▲ Su-17M4Rs 'red 27 and 28' and 'red 22' of 328. ogranp Su-17M4R-k (piros 27, 28 és 22), 328. felderítőezred



The base had its golden age in the 1980s with a population of 5000 people. The planes were flown by three-four changes of pilots, who had served an average of five years in one unit. The school was situated in the center, where besides the usual subjects, even English was obligatory. There was a MiG-21R model as a memorial juxtaposed to the school, and a MiG-17F in front of

1986-ban egy pilóta futóművek nélkül a fegyvertartó gerendákra szállt le Szu-17M2 gépével. 1988-89 között a 328. ezred Jak-28-ít 14 Szu-24MR váltotta, majd 1989júliusától az 1. gvaib-ot MiG-27D/23UB-re képezték át a 88. gvaib pilótái Debrecenben. Az „új” gépek Debrecenből, az NDK-ból (19. gvaib) és az Urálon túlról érkeztek. A 80-as években egy 11-76 kényszerleszállt itt. 1990. július 4-én áttelepült ide a 396. gvozp 52 helikoptere, s 6-án repültek tovább Kagan felé. A 328. ogra Szu-24MR gépei 1991. április 14-15-én Samhorba (Dalljar, Azerbajdzsán), a 882. ogra kötelékébe települtek (Odesszán keresztül). Az 1. gvaib gépeinek egy része 1991. április 19-án távozott, s Lejbjazseban talált új otthont (1. gvaib), míg a többiek április 22-én a litvániai Lielvardéba repültek, ahol a 53. gvaib-nak (39. ADIB, 15. VA) adták át a gépeket.



## Personnel data, Kunmadaras AB

Personnel of 315. ogra, 328. ograp:

commander: Máj. Sergey S. Prostov (-1977, 315. ogra), Col. Rassoha (1977-1977), Lt-Col. Aleksey A. Silenok (1977-1980), Lt-Col. Zalotokin (1980-1981), Col. A. Bogdan (1984-1986). Col. Aleksandr S. Andriyashin /1989-1991/.

deputy commander, commander of TAS: Lt-Col. Pavel A. Shulga (1977-1977), Máj. Tshernov (1977-1977), Lt-Col. Vyatsheslav G. Kudrevskiy /1989-1991/.

chief of Staff: Lt-Col. Vladislav Mihaylovitsh Gordeev /1989-1991/, Major N. Toropov /1986-1988/ commander of 1. squadron: Máj. Tshernov (1977-1977), commander of 2. squadron: Máj. Sergey S. Prostov (1977), Lt-Col. A. Y. Postash /1991/.

deputy commander of 2. squadron: Captain Gnoyevoy /1991 /, main engineer of the Engineer Aviation Service (IAS): Major B. Z. Neminskiy leader of Chemical service: Máj. Moloshnikov /1984/, Máj. Ivanov /1986/ commander of OBATO: Yevgeniy Semyonovitch Zelenin /1990-1991/ commander of RTO: Lt-Col. Michail Ivanovitch Petrenko /1990-1991/ chief of staff of RTO: Major A. Fedosyuk /1990-1991/



Tasks of 328. ograp were: -Multiple purpose reconnaissance -Detailed radiotechnical recon. -Surveying radiotechnical recon. -Detailed photo reconnaissance -Surveying photo reconnaissance -Television reconnaissance



MIG-21 model on pole  
MIG-21 makett állványon

Personnel of 1.gviap / gviapib:

commander: Col. Bagin (1952-57), Lt-Col. G. Shsthitov (1977- 1979), Col. Nikulin (1979-1981), Lt-Col. Boris I. Kazatshkin (1981-1984), Col. Aleksandr V. Sorokin (1984-1988), Col. Vladimír N. Lyashkin /1988-1991/, Lt-Col. Degtyarev (1991 -) deputy commanders: Lt-Col. Pavel Belenin (1990-91), Lt-Col. Degtyarev (-1991)

chief of staff: Lt-Col. Vladimír V. Voskresenskiy 1989-91, fléw in 1. gviapib between 1977-1982, too) commander of 1. squadron: Lt-Col. Medvetzkiy (1984) commander of 2. squadron: Ubey- Volk (1989-91) commander of 3. squadron: Máj. V.

Avramenko (1984) commander of 257. OBATO: V.

A. Grudilov /-1989/, Lt-Col. Ye.

Lapkovskiy /1989-1991/ commander of RTO:

Geronim L.

Putshinskiy



Su-17M2 'blue 42' of 1. gviapib Szu-17M2 „kék 42”, 1. gárdaezred



◀ ▲ Photos of Su-24MR 'white 06', (c/n: 0841616) A fehér 06-os Szu-24MR (gy. sz.: 0841616) fotói

the 1. gviapib staff home. There were two huge repair hangars, one for each aviation regiment, with inscriptions in red like: 'We will guard everything which was achieved for the society' (328. ograp) or 'The safety offlights starts on the ground' (1. gviapib's).

A special unit for nuclear weapons (pp. 27577, code name: Ha/io) was situated at the south-western corner of the base, with a separate garrison, garages and so on. The personnel of the unit were not allowed to speak with the other military men. They were shifted in every other month, transported here and away by great cargo planes. Their sector was called the 'Nemoy Sector' or the Sector of the dumb. They guarded the special nuclear storage house outside the base. That was one and a half km from the base, surrounded by an electric and a concrete fence, dogs and guns. The nuclear weapon bunker had four doors. The second one had to be opened electrically, first lifting it out from the ground than opening it. In the second hall there was a staircase leading to the second level where monitors, radiometers, temperature-meters, ventilation Systems and other equipment were situated. In the second room before the inner room there was a crane. In the inner room (the inscription on its gate said: 'Stop. Do not move the load on the crane until the door is totally opened') about 120-170 warheads could be kept. The nuclear warheads stored here could have been transported to the fighter bases in case of alert, which had the basic type of special warehouses, the so-called Granit.

The Central bomb-storage was at the western end of the runway



Su-24MR 'white 09' on the ground and in the air Fehér 09-es Szu-24MR a földön és levegőben



The special nuclear warehouse (1999) A nukleáris raktár (1999-es fotó)

hidden by trees, bushes. At the eastern end of the runway the ambulance-station was situated, visible even from outside. The commanding buildings, museums, training corpses, meteorological service, parachute-laundry, under-surface commanding points, and the alért buildings were all based near the taxiway at the northern side of the runway. Two and a half-km long industrial railway led to the twenty-one giant tanks organized in two petrol stations. There were twenty-five electric transformers near each group of hangars and main buildings. The aerodrome was guarded by several machine guns, and the anti-aircraft regiment (pp. 97325) were situated near the southern fence, between two groups of 3/16 hangars. They had four earthen shelters for four S-200D mobile rocket launchers, moveable on concrete rails and there were also two other earthen shelters for their mobile radar and rádió stations. Outside the base, a rádió station was situated with two-three 15-20-m high aerials and some houses. The unit (code name: AitMHKyp) responsible for the guarding of the garrison and the airbase was in 1990 commanded by Komarov. The RSDN was commanded by Vlyasuk. One of the RADAR-stations (RLS) was code named 'lpeflaxe'. One of the landing systems (PRV) was code named 'BepuiHHa'. The radars and other facilitating equipment were placed between the runway and the taxiways, nicely concealed by heaps.

Two flightlines were in Kunmadaras: one for 328. ograd and the 1. and 3. squadrons of 1. gvapib and one for the 2. nuclear squadron. Both places had pre-installed kerosene-systems, electric supplies and electronic displays for the side numbers of the starting planes. The MiG-21Rs, then Su-17M4Rs of 328. ograd were situated in the north-eastern part (2/11 hangars), and only Su-17UM3 'red 33, 34, 35' did not have their dedicated hangars. The first squadron of Yak-28s and later Su-24 was situated in the south-western corner. Fighter-bombers were placed in three groups



Su-17M4R and UM3 (c/n 65611) of 328. ograd A 328. felderítőezred Szu-17M4R és UM3 (gy.sz. 65611) gépei

depending on the squadron: the first one at the northwestern corner, the second one in the middle group of shelters at the northern side, and the third one at the south-eastern corner. MiG-23UB '19, 20, 21, 22, 37, 38, 39, 55, 56, 57, 58, 62' were parked on concrete plots.

The flying days started with a meteorological flight of two-seaters. The reconnaissance unit's tasks included taking snapshots, which covered Kunmadaras with a flash of lightning for a second. The practices started in the afternoon (around 15-16 pm) and lasted until late at night (around 23.00). The flight of the trainers lasted for only 5-10 minutes, while the one-seaters often flew for more than an hour.

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Flag of 328. ograd, on April 15, 1991 when the unit was disbanded A 328. ezred zászlaja, az ezred 1991. április 15-i megszűnésékor l

July 26, 1989: Kunmadaras (memoir based on documents)

A nice Wednesday, beautiful weather, only some clouds in the sky. As usual, 328. ograd has many practice sessions during the afternoon and the evening. Commander of KP is attendant Kodotich, that of the shooting range is Capt. Stepanov. The flights start at 18.30 and end at 19.52. Eleven Su-17M4Rs are involved in the session, with 9 pilots, namely (codes): Depetchkin (554), Prosvirin (553), Kolosov (373), Gnilomedov (370), Yefimov (552), Logatchev (350), Abrosimov (551), Aleksandr Yurevitskh Postash (361), Vasily Konstantinovich Katyushenko (623). Prosvirin and Logatchev both have two flights. The flight starts with the take-off of Depetchkin at 18.30 and the last take-off is achieved by V. Katyushenko at 19.37. The task covers 'coping with aerial targets in a remote zone'. There are three 12-minute flights in the height of 6000 meters and eight 25-30-minute flights in the height of 2100-2600 meters.



Building of 328. ograd with a digital display on top A 328. ograd épülete, digitális kijelzővel a tetején



Mi-8T 'yellow 27' of 396. gvopv in Kunmadaras on April 27, 1990 A 396. helikopterezred Mi-8T-je Kunmadarason, 1990. április 27-én



An-22A CCCP-09329\* (c/n 043482276) in Kunmadaras in 1991 An-22A „CCCP-09329\* (gy/sz 043482276) Kunmadarason 1991-ben



Photo captures of MiG-27D '53,43, 07', IMiG-23UB '62,19, 21' of 1. gvapib ATL gvapib MiG-27D-k „53,43, 07”, MiG-23UB-k „62,19,21”





Aerial view, 1983  
Kunmadaras 1983-as légifotója T

MiG-17F near a board with name and war path of 1.gviap, 1990 Az 1. ezred MiG-17F-je és tábló az egység harci útjával, nevével



## Kunszentmiklós

**History:** Shooting range for the helicopters of the land forces and MiG-29s of YuGV, but there was a small heliport here, too.

## Mezőkövesd (Klementina tanya)

**Exposure:** 47° 48' 57" N, 20° 38' 17" E **Runway:** 3500 x 80 m concrete

**Code name:** Oajj (Falu)

**History:** The site was already used by the Luftwaffe in 1944 as a grass airfield. The airbase is situated near a small village called Klementina. In the middle of the 1950s this base had been meant to be the base of the whole



4. GvBAK (six regiments) of the 59.VA. After 1955 the corps was withdrawn from Hungary. The KDP and aerial drawing A ► base was established under code A torony és a bázis vázlata "GX" by Hungarian companies and was supplied with SP-50 blind landing system. From 1955 it was the Central reserve airport of 59. VA and all planes of the Warsaw Pact for emergency landing or for units of the bases that were being renewed. Some guard towers, a little garrison with some flats (barracks in fact) can be found on its ground without any real infrastructure. In spite of this, it has the biggest (longest) concrete military-purpose runway in Hungary. Between the spring of 1983 and October 1983, 1. gviapb was based here. In May 1985 four (e.g. red 29) Tu-22Ms (each belonging to different batches) were seen and photographed here. Unfortunately almost all photos were seized. On August 29, 1987 the MiG-23UBs of the 1. squadron of 14. gviap arrived here. On September 14, 1987 the MiG-29s of the 1. squadron of the unit followed them. The squadrons returned to Kiskunlacháza in late 1988. The airport was also used for YuGV personnel shifting (Tu-154, 11-62, etc.).



## Madocsa (Bölcske)

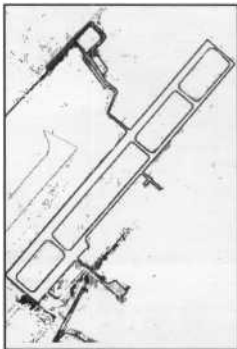
**Exposure:** 46° 41' 42" N, 18° 58' 20" E

**History:** Used by 288. IAD (17. VA) in 1945. An operational and training airport with a grass runway, mainly for 36. AA.

## Nádudvar rangé (ABuanojiuroH HaayuBap)

**Liaison code:** ДИКОЖ

**History:** This giant territory lies between Kunmadaras, Nagyiván, Nádudvar and Karcag, and had been used for military purposes since



the 1940s until 1994. Between August-October 1944 Hungarian Capronis were kept here hidden in hay. On October 26, 1944 the 122 mm (fighter regiment) was based here till October 28 with La-5. The grass runway was at the bombing range. At the beginning of the 1950s the units of the Hungarian Air Force and some Soviet regiments practiced bombardment here with the basic OFAB-250 and concrete bombs, but from 1956 the main users came to be the Soviet Air Force and its units using all kinds of bombs. In 1956 a Mi-4T

of 239. gvtap dispensed Russian brochures in Nagyiván. The territory had a realistic imitation of an American airport with written-off aircraft, trucks and so on. Old retired Soviet planes, trucks were parked there for being targets, so that pilots could train a whole attack, a mission. They used unused, old planes (Yak-25RV, 11-28, MiG-17) and Ural and Zil trucks, tanks for targets, but there are heaps like shelters for training of the attack of airport shelters. And they had also prepared rings of ground with a target-cross inside of them and they put on them small containers of flammable materials for lighting, marking



Aerial photo and the KDP in the bombing range A bombár légitőfője és az irányítótornya

Mezőkövesd-Klementina: A bázist az 50-es években magyar pénzből szovjet célok szerint építették, a 4. GvBAK hat ezrede részére, 3,5 kilométeres pályával. Mivel a hadtestet 1955-ben kivonták, így célját veszítve a bázis később a DHDSCS személyi állományának cseréjére, valamint szovjet és magyar ezredek időszakos üzemelésére szolgált. 1984. május 5-én rövid időre Tu-22M2-esek is ide települtek, valószínűleg Ukrajnából. 1987. augusztus 29. és 1988 vége között a 14. gárdaezred 1. századának MiG-23UB és MiG-29 (1987. szeptember 14-től) gépei állomásoztak itt. Nagyiván- Nádudvar lökér: Ezt a hatalmas löteret a 40-s évekől használta a magyar, német, majd a szovjet légierő. 1944. október 26-28. között a 122. iap települt itt La-5-ekkel. 1957 után egy imitált NATO-repülter került itt telepítésre, hangárokkal, kivont repülőgépekkel (Jak-25RV, 11-28, MiG-15/17), kocsikkal, teherautókkal, tankokkal. Több baleset is történt a területen, legalább négy-hat gép semmisült meg a löter környékén. Számos alkalommal IAB-500 imitációs atombombával végeztek különleges bombavetést. Az utolsó szovjet gyakorlat 1991. január 15-én volt.



A Yak-25RV in the rangé, 1969 ▲  
Egy Jak-25RV célként 1969

Scheme of the rangé, 1989  
T A bombatér vázlata, 1989



them. Its HQ was in Mihályhalm, which had also a glassy KDP from where the bombing-leaders could command the pilot and see the results of the attack. It also had two helicopter landing plots, a radar mount and a resting park. The guards had two black-white checkered metal towers at the border of the rangé. The border was shown by a line of electric lights. Great number 11-50111 practice bombs can be seen Bút uncontrolled small rockets of UB blocks and 23- and 30-mm gun bullets are everywhere and so are the chutes of the marking and flare bombs. The piacé is covered with tires and pieces of metal. The usage of the rangé was not always satisfactory for local people: e.g. a man's horse was shot an even he was seriously injured. There are several craters (more than 40000), smaller and bigger ones (even 70 meters wide). Many HAB-500 (nuclear imitation) bombs are lying on the ground.

## Pardorf

**History:** A grass airfield housing 213. gviap of 22. GviAD from August-September, 1945 with P-39 (129., 212. gviap and 22. GviAD staff as well?) 129. gviap started to get P-63A from June 8, 1946, and 212. régió ved them also in the middle of that year. (Yak- 9Vs, At-6G, Po-2, UT-2 were rotated among the units). In 1947 many 213. gviap crews travelled to Novosibirsk to get their P-63s. In January they stopped at Omsk and stayed there for over two months. Upon leaving back the P-63s they arrived in Pardorf on March 7. In 1947 the 22. GviAD was disbanded and a unit with La-

9s was based here (subordinate to 9. GviAD, maybe 213. gviap?). In October 1951 the unit was evacuated to Wiener-Neustadt.

## Pápa

**Exposure:** 47° 21' 51.70" N, 7° 30' 07.90" E **Liason code** (-1961): KopHa-82 **Liason code** (1961-1991):

Körút

**History:** The 611 llepeBmimjicKOH nan /fighter regiment/ was based here in April-May 1945 with Yak-1/3/9. The 195 TBapaeHCKaa /HeriponerpoBCKaa KpacH03HaMeHHa opaeha Bontana XMejibHHUKoro HAJI, (pp. 19066) /Guards Dnepropetrovsk, red flag, order of B. Hmelitzkij fighter division/ was based here in 1949 with its 5 TBapaeHCKHM EepjiiHCKHH MAPI (pp. 23301) (Guards Berlin fighter regiment) from Veszprém.

Planes that 5. gviap had: 61 1-153 and 20 MiG-3 (1941), later 52 1-153, and 57 MiG-3, LaGG-3 (February 1942), La-5F (May 1942), La-5FN (September 1943), La-7 (1945) Yak-9B (1945). The unit was one of the most effective and famous ones of the war. Its aces: V. I. Popkov, I. N. Sytov, S. G. Glinkin, V. A. Zaitsev, G. D. Onufiyenko, P. I. Peshkov, I. P. Laveikin, Shardakov, G. A. Bayevskii. At the end of the war unit commander was V. A. Zaitsev. On the day of victory V. I. Novoselov, N. A. Malinovsky, 2-times HSU A.V.Vorozheyskin, and HSU P. I. Laveykin, HSU V. N. Buyanov, GSS P. I. Peskov and others of 5.gviap flew over the Reichstag and fired red autoparachutes in the sky with text: 'Long live May 1!' and 'Long live Soviet Soldiers taking the Flag of Victory over Berlin!' In 1943 the unit was subordinated to 11. GviAD, 1 .GvSAK, 17. VA, 3.Ukrainian Front. In 1945 it was subordinate to 2. GvShAK, 2. VA, 1. Ukrainian Front.

The direction of the unit was the following:

1944: the Ukraine,

towards Odessa, June 1944: Luck (Poland), on December 1, 1944:

Gostyn (Poland), until the end of April, 1945:

Germany, May 1945:

Prague, Between May- June

1945: Veszprém,

1949: Pápa.



Wrecks of an 5. gviap MiG-17 (near Pamhagen, January 21, 1956) A Pamhagen mellett 1956. január 21-én lezuhant MiG-17 (5. gviap)

Pardorf: 1945 augusztus-szeptembere és 1951 októberé között a 213. gviap (22. GviAD) települt itt, P-39-ekkel. Az alakulat 1947 elején P-63-okat kapott Novosibirszkben, de a 22. hadosztály megszűnésének közlése (január) után márciusban, a pilótáknak a gépeket Omszkban hagynya visszatértek ide. Ekkor egy La-9-es (20 db) alakulat települt ide (9. GviAD alárendeltségében), ami 1951 októberében Wiener-Neustadtba települt. Pápa: 1945. áprilismájushban a fronttól vonuló 611. vadászrezred települt ide Jak-1/3/9 gépekkel. A 195. GviAD, és az 5. gviap 1949-ben érkezett ide Veszprémből (MiG-15, Jak-11, La-5FN?), s 1950-től az 5. ezred MiG-15bisz/UTI-kat reptült. 1951 márciusában a 22. GviAD ezrede, a 689. gviap reptült ide P-63 gépekkel Strasshofból, mert az 5.gviap végezte az egység átképzését MiG-15-re. 1951. november 19-én A. A. Kalugin főhadnagy (5.gviap) Pápan leszállásra kényszerített egy amerikai C-47A-90-DL (gyvsz.: 20492, fedélzeti szám: 43-16026, USAF 85. Air Depot Wing) gépet MiG-15bisz-szel. A parancsnok akkoriban A. M. Vaszilevszkij volt. 1951 végén a 689. gviap Strasshofba visszarepült. 1956-ban az 5. ezred már MiG- 19Sz gépeket is használt. A 195. GviAD-ot Tökölre helyezték át 1957-ben, s 1961. október 1-ig az 5. gviap Sármellékre települt (10 MiG-17F, 10 MiG-17PF, 10 MiG-19S2).



Photo of Suchov's former P-39N (from 689. gviap museum, Pápa) Szuhov gépének fotója, a 689. ezred múzeumából, Pápa 1952

From 1949 the 5. gviap had thirty-one/two MiG-15/Yak-1 which were replaced by MiG-15bis/UTIs in 1951. In March 1951 the 689. gviap was based here from Strasshof with P-63 and was retrained by 5. gviap and was re-equipped with thirty-two MiG-15bis/UTIs. The unit went back to Strasshof in December 1951. On November 19, 1951 Master Lt. A. A. Kalugin of 5. gviap made an American C-47A-90-DL (c/n: 20492, b/n: 43-16026) land here with his MiG-15bis. The C-47 belonged to USAF 85. Air Depot Wing. At 17.22 the KP of 5. gviap revealed that the engines of the MiG-15bis had been started. The planes took off at 17.30 and caught the plane at 17.55. The C-47 was given to MALÉV later. In 1951 unit commander was Vasilevskiy A. M. In 1956 the 5. gviap received ten MiG-19Ses. On July 2, 1956 a Canberra crossed Flungary, a MiG-19S was sent to catch it but the pilot did not wear G-suit so he could not reach the enemy. In 1956 a MiG-17 (Master Lt. Konoklov, who had previously served with 22. GviAD in Wiener-Neustadt) of the unit was mistakenly shot by a Hungarian MiG-15 near Pamiagen. In the night of October 23/24, 1956 the 195. GviAD was alerted. 195. GviAD HQ was based in Tököl in 1957. From July 1 to October 1, 1961 the 5. gviap (10/10/10 MiG-17F/PF/19Ses) and 47. Fighter Regiment of HuAF (Sármellék) changed places.

## Piliscsaba

**Liaison code:** JHCBOBA (Foxkeeper)

**History:** 18 onc H AY (18. Independent radio-technical and Automated Control regiment) of 59/36.VA was based here in March 1957. The unit led the planes in Hungarian air space and also conducted the machines during SAR tasks. In 1990 the unit had 10 R-145BMs and 1 R-975BT. The unit was withdrawn in June 1991.

## Sármellék-Zalavár

**Exposure:** 46° 41' 10" N, 17° 09' 50" E

**ICAO-code:** LHSM

**Frequency:** 127,6 MHz

**Height above sea level:** 124 m

**Territory:** 372 acres

**Code name:** EcHran

**Liaison code:** HaBapxa

**Flying days:** Monday, Wednesday, Thursday

**Hangars:** 37 2/11

**Rádió locator:** NDB (S 428 kHz)

**RSBN:** RSBN-26K **Localiser**

**Outer:** EII-515 **Localiser**

**Inner:** E-250

**Runways:** 35/17 2500x60 m concrete, 35/17 2500x50 m grass **Runway**

**lights:** rubber-wired MLOK-like system.

**Taxiways:** 12 m wide (a short sequence of 20-m width) basalt **History:**

Established as a reserve station in the 1940s. The first concrete surface was built by the Hungarians in 1951 (2000 m long

runway) and it had been a Hungarian base until 1961. In 1950, the 24. Fighter Air Regiment (pf. 4715) of HuAF was established here and was re-based to Kecskemét in 1952. On May 30, 1954 a small international scandal was created when Second Lt. József Riczu was alerted to catch and make an 11-14 land in Sármellék. Later it came out that it was N'ikita Hrushtchov flying Beograd-Prague. On January 21, 1956 Lt's Sándor Magyar and László Romics were alerted to catch an unknown type two-engine plane with MiG-15s. At the same time MiG-17s of 5. gviap (Pápa) were also sent to the target, and taking the Hungarians for the target, fired at them. In the combat Lt. Magyar lost his life falling on Austrian territory and one of the Soviets ejected (Lt. Konoklov). II-28s of local 37. Bomber Regiment managed to take off during the revolution in 1956 and attacked a procession of Soviet ground units. In November 1956 the whole 47. Fighter Regiment moved here from Kiskunlacháza. The 24. Fighter Regiment was dissolved in that year.

Between July 1 and October 1, 1961 the 47. Hungarian regiment and 5 TBP/ieHCKHH EepjiHCKHH HAÜ /5. Guards Berlin fighter regiment/ of 195. GviAD (based here, too) changed places. Ob ATO of the unit was pp. 25684, Obs RTO pp. 26351, and zrk pp. 97277. In 1961 the 5. gviap had 10/10 MiG-17F/PFs and MiG-15UTIs, 10 MiG-19Ses. At the beginning of the 1960s the runway was lengthened to 2500 m (direction south). In 1963 the 5. gviap had 10 MiG-19Ses, 10 MiG-21F-13s, 10 MiG-17PFs and some MiG-15UTIs. In 1964-65 the unit had 18 MiG-21F-13/Us, 10 MiG-17PF/MiG-15UTIs and 10 MiG-19Ses. In June 1965 more MiG-21F-13s arrived in the unit replacing ten MiG-17PFs. In 1966 thirty-eight MiG-21PF/Us arrived here. In 1968 the 195. GviAD was re-named to 11. On August 22, 1968 twenty machines of 5. gviap were deployed in Slac, Czechoslovakia. At the beginning of the 1968-69 thirty-seven 211 hangars were built near the eastern taxiway for the new MiG-21PFMs. From 1972 the unit was partly retrained to MiG-21SMs, later SMTs. During the 1970s, the 2. squadron was appointed for nuclear attack and a Gránit warehouse was established here. In the summer of 1976 (Commander: Col. Gogin) MiG-21s were replaced by MiG-23M/UBs (12/2 per squadron). They had red, later blue sidenumbers and a special sign was painted at the intakes (a yellow broken ring with a yellow falcon in the middle, crossed by a red lightning) of some of them. Between 1976-79 two one-seaters crashed (one flew into birds and thus the engine failed, while the other's canon was falsely started by oil getting into the automatic trigger). On October 1, 1980 a MiG-23UB had an accident (although it was the fault of the colonels flying it, officially the factory took over the responsibility). In 1981-82 at the length of 750 m the taxiway was widened to 20 m and the runway was renovated, too. On December 21, 1982 a pilot (Gábor Gyöngyösi) ejected from a well-operating MiG-23M, the plane crashed near Siófok. On July 1, 1987 a pilot of one local MiG-23M had ejected from an uncontrollable plane that, afterwards, flew more than 10 km and crashed at Balatongyörök, south of Siófok. On October 16, 1987 a MiG-23M crashed due to brake-chute opening during take-off. At the end of July 1989 twenty MiG-23M/UBs of 5. gviap were flown to Kyzyl-Arbat. On August 3-4, 1989 nineteen/one MiG-29s/UB (red 60-62, 64-79/red 63) arrived here. In November 1989 these MiG-29s were transferred to 787. iap (Finow, GDR) and 773. iap (Dammgarten). Their side numbers were changed and were painted in white on the intakes, but on some of the planes on the top of the vertical tails they left the previous numbers. In February 1990 there was some bungling: 515. iap personnel and aircraft were given to 5. gviap. Thus three squadrons of ex-515. iap MiG-29s (9-13) were based here (red 01-12, 14-55),

Piliscsaba: 36. LH 18. önálló rádió-technikai és rávezető-ellenőrző ezrede települt itt 1957-től 1991 júniusáig. (1990: 10 R-145BM, 1 R-975BT). Sármellék-Zalavár: 1961. október 1-re települt ide az 5.gviap 10 MiG-17F, 10 MiG-17PF, 10 MiG-19S2, s MiG-15UTI gépekkel. Állomány, 1963-ban: 10 MiG-19S2, 10 MiG-21F-13, 10MiG-17PFés MiG-15UTI, 1964-ben: 18 MiG-21F-13/U, 10 MiG-17PF/MiG-15UTI és 10MiG-19S2, 1966-ban: MiG-21PF/ U. 1968. augusztus 22-én az egység éppen a csehszlovákiai Slac-on (Zályon) települt. A 70-es évek elején 37 db 2A/13 típusú hangárt építettek a gépnek, s 1972-től MiG-21S2M-4, és SZMT-k érkeztek ide, melyeket 1976-tól MiG-23M/UB (12/2 gép századonként) gépek váltottak (piros, majd kék oldalszámok). Az első, speciális atombombázó század köztelvénye egy különleges sas volt, villámmal a karmai között. A MiG-23M-ek közül két gép zuhant le 1980-ig. ►

six of which were MiG-29UBs (e.g. red 10, 30, 63). The 5. gviap still used two MiG-23UBs (blue 84). The last five MiG-23Ms (blue 91-95) were based to Debrecen in February 1990, leaving on March 20, while MiG-23UBs and some thirty-seven MiG-29s were withdrawn to Martynovka, 61. iap in September. The last seventeen planes (red 01-05, 34, 54, 55) were based in Byaroza on October 4, 1990 (commander flew 'red 34'). The base was officially closed on October 20, 1990. After the withdrawal 5. gviap was disbanded.



MiG-29 'red 28' and a flight plan of an 5. gviap pilot  
Az 5. gárdaezred „piros 28” MiG-29-es pilótája repülési terve A ►

Red code	New white code	c/n	Transferred to
67	72	296 07 14907	787. iap (Finow, GDR)
69	70	296 07 14909	787. iap (Finow, GDR)
74	74	296 07 14928	787. iap (Finow, GDR)
64	73	296 07 14930	787. iap (Finow, GDR)
?	75	296 07 14933	787. iap (Finow, GDR)
?	76	296 07 14935	787. iap (Finow, GDR)
?	77	296 07 15130	787. iap (Finow, GDR)
76	78	296 07 15133	787. iap (Finow, GDR)
?	79	296 07 15136	787. iap (Finow, GDR)
72	42	296 07 15168	773. iap (Dangarten, GDR)
?	83	296 07 15151	787. iap (Finow, GDR)
?	84	296 07 15154	787. iap (Finow, GDR)
?	85	296 07 15156	787. iap (Finow, GDR)
66	69	296 07 15157	787. iap (Finow, GDR)
?	87	296 07 15158	787. iap (Finow, GDR)
?	68	296 07 15159	787. iap (Finow, GDR)
?	89	296 07 15161	787. iap (Finow, GDR)
70	80	296 07 15164	787. iap (Finow, GDR)
?	71	296 07 15165	787. iap (Finow, GDR)
62	41	296 07 15150	773. iap (Dangarten, GDR)
63	63	N90503012547	927. iap
32	32	296 07 17946	927. iap
35	25	296 07 17911	927. iap
03	03	296 07 15173	61. iap
28	04	296 07 15535	61. iap
27	07	296 07 15178	61. iap
31	11	296 07 15540	61. iap

Artwork on MiG-23Ms of 5. gviap MiG-23M 'blue 92' of 5. gviap  
Jelvény az 5. gviap MiG-23M-jein Az 5. gárdaezred MiG-23M gépe



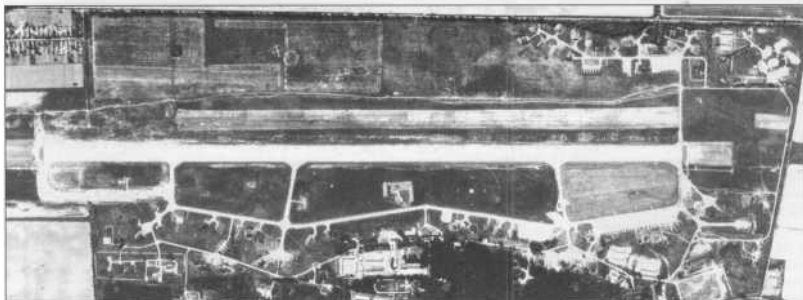
Strasshof, 1949

## Strasshof (Deutsch-Wagram)

**History:** Between 1945-52 the site was used by 162 rB6an / 162. guards bomber unit/ of 8. GvBAD, and front 1949 by 689. gviap of 9. GviAD^

1980. október 1-én lezuhant egy MiG-23UB, de a két ezredes sikeresen kiugrott. 1982. december 21-én egy rendben működő MiG-23M-ből katapultált a pilóta, a gép Sioágárd mellett zuhant a földre. 1987. július 1-én egy irányíthatatlan gépből kiugrott a pilótája, ami azután még több, mint tíz kilométert repült, s Balatonyörökénről csapódott a földre. Ugyanazon év október 16-án egy MiG-23M főkernyője kinyitott felszállás közben, a gép azonnal visszazuhan és felrobbant. Július végén a sármelleki 23-ok Kzyl-Arbat-ba repültek, kivéve öt MiG-23M-et és két UB-t. A helyi 23-as pilóták egy része Kiskunlacházára került, köztük pl. az Orosz Lovagok bemutatókötelek tagja, A. Hacskovszkij. 1989 augusztusában 19/1 MiG-29 (9-13)/UB gép érkezett az ezredbe, melyek 1989 novemberében az NDK-beli 787. iap és 773. iap kötelékébe kerültek, ahol az oldalszámokat átfestették, de a vezérsíkon a régi számokat hagyták fenn (lásd a fenti gyári szám táblázatot). 1990 elején (február?) az 515. iap személyi állománya és MiG-29 gépei átelepültek ide, s ők lettek az 5. gviap. Az utolsó hét 23-as 1990. február 5-én Debrecenbe került, s sosen tértek vissza ide. 4990 szeptemberében egy század, majd október 4-én a maradék utolsó század 17 gépe települt át a Minszk melletti Bjarozs és Martinovka bázisokra. A bázist október 20-án adták át a magyar hatóságoknak. Strasshof: 1945-52 között a 162. gviap (1949-től 674.), és a 9. GviAD 689. gviap-ja (P-63) használta a repteret. 1951 márciusa és (szé között a vadászegység Pápan volt átképzésen, s decemberben már 33 MiG-15-tel, 1 Jak-11-gyel és néhány P-63-mal rendelkezett. 1952 közepén a 674. gviap Debrecenbe települt 42 Pe-2/UTI-val. 1952 októberében a 689. gviap-ot kivontak Nivenszkobja, míg Strasshofba október 10-én a 330. IAD törzse, november elején pedig a 927. vadászerede települt MiG-15bis/UTI gépekkel. A repteret 1955 szeptemberében hagyták el az utóbbi egységek utolsó MiG-17-ai.





Sármellék aerial photo from 1983 Sármellék 1983-as légifotója (33/1 MiG-15/Yak-1 Is, unknown number P-63 in December 1951), too. In 1949 the 160. gvpap was renamed to 674. gvpap. In 1951-52 it had 42 Pe-2/UTI and left for Debrecen in June, 1952. Between March- winter of 1951 the 689. gvpap was being trained in Pápa to MiG-15 and in October 1952 left for Nivenskoje. On October 10, 1952 the 330 OcTpoBCKaa opanHa Kysy30Ba II CTeneHH MA/(pp. 18362, com.: Col. Kontzeladov) /330 fighter division/ and on November 20 the 927 KeHrpoBCKHH opnjeHa AjieKcan/ra HeBCKoro KpacH03HaMeHHbii Han 1921 fighter regiment/ moved here from Kecskemet. The latter was equipped with 31-31 MiG-15bis/UTI after the arrival in Austria. In September 1955 the fighter units were withdrawn to Osovitsy, BelVO. (The 330. IAD was disbanded in 1960, the 927. iap was re-equipped to MiG-29 of 5. gvpap in 1990.)

## Székesfehérvár-Sóstó (Tác)

**Exposure:** 17° 08' 50" N, 18° 25' 00" E  
**Liaison code of 254. MSD:** BuxpeBOH (Vortical)

Liaison code of the heliport: Hcropa  
History: It housed 659 TanauKOH wan: Yak-3/9 /659. fighter regiment/ and 749 man: 11-2 /749. assault MI-24V of the local ove regiment/ in March-April 1945. In A helyi század Mi-24V-je February 1945 Yak-9 'yellow 20' (c/n 44572) was shot near the site (63. page). In August 1945 the 109. and ? gvpap's of 6. GvShAD (2. VA) were based here from Hradec Kralove (11-2). In February 1946 they flew on to Yaroslavl.



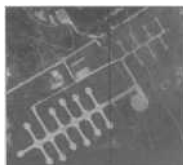
The 30. Assault Regiment (pf. 4727) of HuAF was based here between 1951-1953.

In 1951 the American C-47 intercepted by an 5. gvpap MiG-15bis was flown here. In September 1955 the HQ's of the Osobyi Korpus, VVS of OKand 59. VA were based here. Commander of the OK was Lt-Gen. Pyotr Nikolayevich Lashenko. On October 31, 1956 the HQ moved to Tököl. During the revolution Soviets collected Hungárian Air Force machines at this airbase. A Soviet Technical unit (pp. 02399) took care of the planes and the airport. Its chief of Staff was Major Dreshin. In 1956, the town came to be

the HQ of an Army division and a helicopter landing point of the YuGV. The ? oÖBe (independent attack helicopter squadron/ of the Székesfehérvár-based 254.

MSD was based here at the end of the 1960's with 11-19 Mi-4s.

It had Mi-4A/T and Mi-1. Later they were replaced by Mi-2, Mi- 8, Mi-24. In 1989 the unit had 7 Székesfehérvár helicopter plots Mi-2, 4 MI-SMTV, 4-5 MI-24V, Fehérvári helikopter-állóhelyek 1/1 Mi-24RCh/K (from 1986-87), 1-2 Mi-9, parked on 7 small and 12 bigger concrete plots. The planes had yellow codes. The unit left for Tököl in February 1990. Mi-24 pilot and unit commander (1989-1990): Máj. V. Deryaga.



## Szolnok

**Exposure:** 47° 07' 27.00" N, 20° 14' 13.00" E **Runway:** 02/20: 2000x70 m concrete **Codename** (1957-1961):MyCTaHr

**History:** Airfield since the beginning of the 20<sup>th</sup> century. After WW II, HuAF units (e. g. Central school for pilot-training) were based here.

After World War II, in 1945 units of 8 or 9 PnUIA/1 / Guards Assault Division/ were observed here. They were withdrawn after March 1947. In 1956, an Han /fighter regiment/ of 275. IAD was based here from Tököl with two MiG-15/17 squadrons and one with MiG-19s till March 1960. In 1970 on the Day of Armed Forces, Mi-6A (yellow 76) was shown to the public.

## Táborfalva

**History:** Tank garrison (93. GvMSD) with a helicopter landing facility.

## T ápiószentmárton

**Exposure:** 47° 18' 40" N, 19° 46' 45" E **History:** Operational airport with a grass runway.

Székesfehérvár: 1945. március-áprilisban a 659. iap Jak-3/9 és a 749. shap 11-2 gépekkel állomásozott itt. 1945. augusztus -1946. február között a 109. és egy másik gvpap 11-2-1 diszlokáltak itt (6. GvShAD, 2. VA), majd 1955 szeptemberétől a Különleges Hadtest és az 59. Légi Hadsereg parancsnoksága volt Székesfehérváron, melyek 1956. október 31 -én Tökölre teleptek. A forradalom alatt számos magyar gépet itt gyűjtöttek össze egy repülésműszaki zászálói irányításával (pp. 02399), 1956-ban a létrejövő DHDSCS egy lövészadosztályának (1968-tól 254. Gépesített Lövészadosztály) törzse volt a városban. 1968-69-től egy, ehhez a hadosztályhoz rendelt, nem ismert hadrendi számú önálló harcibeli helikopter század állomásozott Tácon 11-12 Mi-1/ 4-gyel. 1970-es évek elején megérkeztek az első MI-8T/TV és Mi-2 gépek. 1989-ben az egység: 4 MI-8MTV, 6 MI-24V, 1/1 Mi-24RCh/K (1986-87- től), 1 Mi-9, 7 Mi-2 gépekkel rendelkezett, melyek 7 kisebb és 8 nagyobb betonállóhelyen álltak. A század Derjaga őrnagy parancsnoksága alatt 1990 februárban teleült át Tökölre. Szolnok: A háború után itt a 8. v 9. GvShAD eszterrepülői repültek 11-2 gépekkel 1947-ig. 1957. augusztustól a 275. IAD egy vadászrezere teleült Szolnokon két század MÍG-17/15UTI és egy század MÍG-19-vel. Az egység 1960 augusztusában távozott.

## Taszár

1. g.vpib és huAF, Tas/ár, 1988

1. g.vpib és magyar pilóták Taszáron

Exposure: 46° 23' 36,49" N,  
17° 55' 08,62" E

**Runway:** 16/34: 2500x61 m concrete **Code name:** Célország **The history of the airport:**

The construction of the airbase was started in 1928 and the opening ceremony was held on September 1, 1929. In 1936 the airport was given to the Hungárián Royal Air Force. Between 1936-39 the 3. Tactical Reconnaissance Squadron was based here. In 1942 the site was renewed so that it could be used even by bombers. In 1944 the with hangars.



In February-March 1945 the 611. iap was based here (maybe entre 288. IÁD?)). From 1945 the base was renewed by Hungárián companies (assault, fighter, units?)

The 50. Fighter Air Regiment (pf. 4731) was stationed here until 1954 and the 35. Composite Air Regiment (later Fighter Air Regiment, pf. 5755) until 1951. The 116 nan /116 fighter regiment/ (com.: Lt-Col. Shpirvidenko, MiG-15 red 77) of 330. IÁD moved to Taszár for training crews of the 50. Regiment on March 1, 1952, and ended with the training on September 20 and left for Aspen on October 10. In November 1956, the 31. Fighter Air Regiment (pf. 5614) of the HuAF originally based in Kalocsa was stationed here.

In 1988 Su-17M2s of 1 .gvapib were located here for some days during exercise "Granit-88".

## Tököl-Halásztelek

Tököl map 1953 1953-as  
tököli térkép

**Exposure:** 47° 21' 14" N, 018° 58' 08" E

**ICAO code:** LHLL **Frequency:** 119,75 MHz

**Territory:** 433 acres **Height above sea-**

**level:** 100 m **Liaison code:** EO **X<sub>ORD</sub>-BH Code**

**name:** BojixcaHka 11. GvIAD **liaison code:** Po3a)

**RSBN:** RSBN-19K **Localiser Outer:** BA-618

**Localiser Inner:** B-300 **Hangars:** 33 2/11,

6+2 3/16 (2 for aircraft on duty), some open shelters

**Runway lights:** Svetcha-3, one-side light in front of the strip **Runways:** 14/32 2500 x 70-80 m concrete (widening gradually), 14/32 2500 x 200 m grass reserve **Taxiways:** 10 and 12 meters wide

**History:** Established during WW II it was seriously damaged in battles. Until

Taszár: 1945. február-márciusban a 611. iap Jak-1/3/9-vel teleült itt, 1947-ig talán szovjet vadász- és csatagépek voltak Taszáron (?). 1952. március 1. és október 10. között a 116. iap (330.IAD) oktatta itt az 50. magyar ezred állományát, s átadta 31 MiG-15-ét, 2 Jak-11 -ét, majd Aspenbe távozott. A Gránit-88 gyakorlat során az 1. g.vpib Szu-17M2-t töltött itt pár napot. Tököl: A második világhégés alatt a következő egységek fordultak meg itt: 295. IÁD - 116, 164. iap: La-7, Jak-3, 306. ShAD - 672/951, 995. shap: 11-2, és a 136. ShAD - 7/5. shap. 1945 júniusától 1947 márciusáig a 202. BAD (36. gvapb, 18., 797. gvapb) repült itt (Pe-2). 1947-ben a korábbi bombázókat kivonták, s a 8. GvBAD 160. gárdaezrede (1949: 880.) érkezett ide 42 Pe-2-vel. 1949 végén egy átszervezés keretében az 515. iap is ide érkezett az NDK-ból (Jak-9U), s 1949-50-ben már 31/2 MiG-15/Jak-II-et, majd MiG-15bis/ UTI-kal (1951 -ben, s az egység az alapváltozatú MiG-15-eket a Magyar Légierőnek átadta) kapott. A 880. gvapb-hoz egy voronyezsi átképzés után, 1952 elején érkezett meg az első öt 11-28. 1956 augusztusában a maculicszei 121. gvapb 28 Tu-4R-je is itt teleült, s több, a magyar légitámasztásnak be nem jelentett manővert végzett 20-án. 1956. október 24-én az 1. gvapb MiG-17F-ít átvételezték ide, de október 27-én azok visszatértek Veszprémbe. ►

regiments of 295 fighter division/ with La-7, Yak-3. 672

TajiamcOH oπαHOB CyBoΠoBa H Kyp30Ba mán, 951 Hn-KHe- /HecTpoBCKHH KpacH03HaMeHHbiu, oπαHa CyBoΠoBa mán, 995 H ManjibCKHH oπαHa KyTy30Ba mán (306 Hn-He- /HecTpoBCKon KpacH03HaMeHH0fi, oπαHa CyBoΠoBa LU/A/ 1612, 951, 995. assault regiments of 306 assault division/ with 11-2. 715 KaMeHeu-noa0jCKHH mán (136 HIA/ )/ 715 assault regiment of 136 assault division/ with 11-2.

In June 1945 the 202 KpacH03HaMeHHaa CneflHe- /JoHCKaa EA/I (202. Bomber Division) was based here with its 36 rB.0an, 18 6an, 797 6an (36. guards bomber and 18., 797. bomber regiments) from Ferihegy with Pe-2/UTIs. The 2. GvIAK with its 7. and 321. IÁD were probably based here from 1945, too. The 202. BAD was disbanded in March 1947. Then the 8. GvBAD's 160 rB.0an (pp. 64390) /Guards Vislensk bomber regiment/ equipped with 42 Pe-2/UTIs arrived here from Strasshof. In 1948 the base was renewed and a new runway was established by the Soviet authorities. In late 1949 the 515 noMepaCKHH oπαHa XMejibHHuoco HAN (pp. 49712) /515. Pomeran, order of B. Hmelitziy fighter regiment/ moved here under 195. GvIAD from Elstal, GDR and the 160. gvapb was renamed to 880. Ob ATO of 515. iap was pp. 62487 and obs RTO pp. 65384. In 1949-50, the 515. iap was realigned to 31 /2 MiG-15/Yak-11 s and in 1951 they switched to MiG-15bis/UTIs and gave their 15s to 66. Fighter Division of HuAF. In 1951-52 the runway was totally renewed and extended to 2500 m. In 1953 the last Pe-2s were removed from service. The 201 ocaa (pp. 13708) /201. independent mixed squadron/ was based to Tököl from Bad Vöslau in 1955 with 1/12 II-14P/II-14T/II-12s, 5 Mi-4Ses, 5 Mi-6. Obs RTO of the ocaa was pp. 81427. In July 1956 it was decided that 880. gvapb (under 177. GvBAD from September 1955) would leave for Kunmadaras until 1957 (based there, and renamed to 315. ograe in 1960). In August 1956 the 28 Tu-4/Rs of 121. Sevastopolskiy gvapb were based here (from Matshulishe). On the night of 116 HcMaHicCKHH nan, 164 fajauKofi nan (295 HA/ ) /116. 164 fighter October 23/24, 1956 all regiments of 195. GvIAD were alerted.



515. iap Yak-9Us in spare airfield Sajókápolna (near Miskolc), 1951 Jak-9U-k az 515. iap-ból, Sajókápolna tábori reptéren, Miskolc mellett

Thus, 1. gviap rapidly relocated to here but on October 27, returned to Veszprém-Szentkirályszabadja. From October 31, 1956 HQ of the Osobyi Korpus was based here from Szekesfehérvár. The Air Force of YuGuV (pp. 25687), 59. VA was also re-located to Tököl from there. Li-2s of 201. osae had 28 take-offs from Debrecen and Tököl on November 4-8, 1956. On November 8, at 13 o'clock an 11-28 of 880. gvyap which took off from Tököl, was shot above Budapest by Hungarian anti-aircraft guns. Each of the dead crew was given the award of the Hero of the SU: Capt. Aleksandr A. Bobrovskiy (pilot and commander of squadron, bóm 1922), Capt. Dimitriy D. Karmishin (navigator, bóm 1924), Master Lt. Vladimir Ye. Yartsev (communication leader of squadron, bóm 1924). After the revelation on establishment of YuGuV, its HQ and HQ of the VVS YuGuV moved to Budapest-Mátyásföld (beginning of December 1956). The 195. GviAD was re-located to here from Pápa in 1956-57. In 1957 the 880. gvyap left for Kunmadaras. In 1959 the 515. iap had 10/30 MiG-17F/15bis, and it received MiG-21F-13s in 1962. In 1963 the 201. osae received 5 An-12BPs. In 1964 the 515. iap received 23 MiG-21PF/Us and had 10 additional MiG-17Fs. From 1965 they flew 33/6 MiG-21PF/Us. In 1967 three Mi-1s of 201. osae were shown in Esztergom. In 1968 195. GviAD was re-numbered to 11 TBapaeHCKaa ^HenponeTpoBCKaa KpacH03HaMeHHaa opa. Eoraita XMejibHHUKoro HAJI. (pp. 19066)



MiG-15UTI 'blue 17' of 515. iap in Kecskemét in 1957  
Az 515. ezred „kék 17-es” MiG-15UTI-ja 1957-ben Kecskeméten



Mi-4T(?) of 201.osae (CCCP-?) in Budapest in 1963 A 201. oszae Mi-4T (?) (CCCP-?) gépe 1963-ban Budapesten



The 515. iap is 30 years old, 1971. Az 515. 6-án itt landoltak az Egyiptomba MiG-25-eket szállító An-12-22-es gépek. 1973-ig két MiG-21 ISZMT változat érkezett Tököldre (a ritka, kistartályos 15-ös és az „alap” 50-es típus), s még szintén ebben az évben An-12-es karavánok vonultak keresztül itt Szíria felé. Szeptemberben az ún. Vértés-hadgyakorlaton az ezred első századának egy rajját (4 gép) záróakkordként be akarták mutatni a vezetők előtt. A kódos idő miatt a gépek elvesztették az irányt és háromjuk egy dombra csapódott, csak egy gép tért haza. 1974-től a 201. oszae Anyókat kapott az II-12-k helyére. 1982-ben az SzMT-eket 2fiszkek (75B, K) váltották. 1982-ben a 11. GviAD törzse 1 Mi-9-t, 1 An-14-t használt. ►



Col. Pavel Kutahov visited Tököl in September 1972 Kutahov tábornok 1972 szeptemberében látogatta meg Tökölt

/11 - Guards Dnepropetrovsk, red flag, order of B. Hmelnitziy fighter division/. It had five MiG-21PFs and also had a subordinate communications unit, 422 o6c (pp. 93905) /422. Independent radio- technical battalion/. On August 20, 1968 twenty MiG-21PF/Us of the 515. iap were based in Bmo-Slatina. Until 1968-69 thirty-three 2/11-type shelters were put up here. From the end of 1968 forty MiG-21PFMs and six MiG-21Us were based in Tököl. The aerodrome had a Hungarian Comer' where the overhauling unit of 'Pestvidéki Gépgyár' (Budapest Vicinity Machine Factory ) was situated. Planes of 515. iap often landed at Csákvár and practiced air-to-air missile aiming in the GDR (Baltic-sea) and in Astrakhan. At the end of 1969 a MiG-21PFM practiced bombardment at the Nádudvar bombing range, but the fragments of the exploding bomb hit the control system of the plane and the pilot ejected. The plane afterwards landed in a field near Nagyiván but did not blow up. Later, it was written off. From 1970 Mi-4S/T, Mi-1 were replaced by 5 Mi-8Ps, 5 Mi-8Ts. On March 6, 1971 An-12/22s landed at Tököl carrying MiG-25s to Egypt. In the autumn of 1972 two MiG-21PFMs crashed above spare aerodrome Csákvár. The plane of Capt. Sereda bumped into the plane of Lt-Col. Shoda (dept. commander of unit). Shoda could miraculously start ejecting and landed unwounded without G-helmet and one flying boot, but Maj. Sereda died. From 1972-73 the 515. iap received two different versions of MiG-21SMTs. Two squadrons had MiG-21SMTs with 500-liter tanks (also mentioned as 'izdeliya-15') and one had MiG-21SMTs with the standard 900-liter tanks. The small-tanked SMTs were painted teflon-gray, while the standard SMTs were metal-colored. The small-spine SMTs had the airframe of the later MiG-

-12, ? Mi-4 géppel. Ide került a 195. GviAD törzse (1957-ben Jefimov vezérőrnagy, 1957-ben a 880. gvyap (177. GvBAD 1955. szeptembertől) Kunmadarasra települt, oszae 5 An-12BP-t kapott. Az 515. iap fegyverzete 1964-ben 23 MiG-21PF/U, 10 6 db U változat, 1968-ban a hadosztály újra 11. GviAD néven szerepelt, 1969-ben átnevezte. 1970-től a Mi-4-eket Mi-8T/P-k váltották a 201. oszae-ben. 1971. március 6-án itt landoltak az Egyiptomba MiG-25-eket szállító An-12-22-es gépek. 1973-ig két MiG-21 ISZMT változat érkezett Tököldre (a ritka, kistartályos 15-ös és az „alap” 50-es típus), s még szintén ebben az évben An-12-es karavánok vonultak keresztül itt Szíria felé. Szeptemberben az ún. Vértés-hadgyakorlaton az ezred első századának egy rajját (4 gép) záróakkordként be akarták mutatni a vezetők előtt. A kódos idő miatt a gépek elvesztették az irányt és háromjuk egy dombra csapódott, csak egy gép tért haza. 1974-től a 201. oszae Anyókat kapott az II-12-k helyére. 1982-ben az SzMT-eket 2fiszkek (75B, K) váltották. 1982-ben a 11. GviAD törzse 1 Mi-9-t, 1 An-14-t használt. ►



▲ ▲ MiG-21SMTs (type 50) of 515. iap MiG-21SMT-k (50-s típus), 515. ezred

MiG-21SMT (type 15) MiG-21SMT (15-s típus)



published of this type. At that time the unit had blue board numbers. MiG-21SMTs got special, nuclear-bombing tasks, did not take part in alerts and flew with special pylons for the A-bombs. Following this decision a Granit-type nuclear warehouse was built at the base. On February 23, 1972 the unit had a celebration-parade on the occasion of the Day of the Armed Forces of the SU. On September 5, 1972 Pavel Kutachov, main aviation marshal of the SU (served in 14.gviap during WW II), inspected 515. iap at Tököl. In 1972 the 30-year anniversary of establishment of 515. iap was celebrated and the World War commander of the unit was participating as well. In 1973 Mi-4Ses were replaced by Mi-8PSes. In September 1973 a common exercise (Vértes-73) of YuGV and Hungárián People's Army was held in Várpalota. As a tradition, all participating units had to take part in a parade. The Commander of 36. VA commanded the 515. iap to prepare a very nice presentation to the Hungárián and Soviet Generals, and even to János Kádár, president of Hungary. But the weather was very bad, foggy and rainy, so it was decided to have only one flight (four planes) of 515. iap in the air, that of the best pilot of the unit, Máj. Alferov (commander of 1. squadron). Where the parade took place, were hills and small valleys. When flying in a MiG-21UMofthe515.iap height of 30-40 meters in a

▲ ▼ MiG-21UM-k az 515. ezredben valley, three planes crashed



▲ A An-12, An-26, Űi-134A of the 201. osae  
A 201. repülősázad An-12, An-26 és Tu-134A gépei

2lbis, bútt narrow nose-ring (narrower air intake) of the big SMT was due to the fact that it had R-13 engines. This is the first publication where this special version is noted and photographs are

1986. május 27. és 1987. augusztus 6. között az 515. ezred ideiglenesen Kiskunlacházán települt a helyi felújítások miatt. Cserébe 1987. augusztus 29-én a lacházi 14. gárdaezred 2. és 3. századának MiG-23UB-i érkeztek ide, majd szeptember 14-én a harci MiG-29-ek követték őket, hisz akkor az ő bázisuk került felújításra. 1987-ben hat darab 3/16 hangár is elkészült, amiből kettő a készletgépek állóhelye volt. 1987. december 3-án leszállt Tokolón az 515. iap első hét MiG-29-e, majd január 12-én MiG-29UB-k érkeztek kiképzőgépek. 1988 októberében a lacházi ezred hazarepült. 1990. februárjában az 515. iap gépei és személyi állománya Sármelekre került az ottani 5. gviap kötelékébe, míg az 515. iap törzset kivonták hazánkba. ►

intó the Kab-hill. Máj. Alferov, Capt. Zhuravlyov, and an unknown Master Lieutenant immediately died. The fourth plane lost the three others and flew back to and landed at Tököl. In October 1973 MiG- 23MS planes were transferred to Syria/Egypt onboard An-12s via Tököl (one of them crashed onto a house in Érd killing some people). On one day more than 25 An-12s were observed. After 1973 Egyptian Tu-16s and Soviet Be-12 and 11-18 were observed at Tököl. On July 25, 1974 Vladimir Vysotskiy held an important big concert here. In October 1977 one SMT (small tank) was flown with 13 g. and had to be written off. From 1979 planes were camouflaged with dark, almost black colors. An-26 'blue 56' was delivered to 201. osae in 1979. In 1982 the SMTs were replaced by 45 MiG-21bis (75B, 75K) and UM (red 10, 19, 30, 68, 82). At the beginning of 1982 two nose landing gear shots of MiG-21 were documented at Tököl. In 1982 Soviets transported supplies to Syria in the Arab- Israeli war. The cargo planes were An-22, 11-76 and An-12, which could not bring the weapons directly through Turkey so they landed at an airport to be refueled. One of these airports was Tököl. They arrived at 7-8 o'clock in the evening and flew away on next day towards Syria. They flew in groups always escorted by at least one An-12PP. Also in this period some non-colored, non-insignia MiG-



Photos of 11-14 'blue 48' c/n 147001750 of the 201. osae A 201. repülőszázad kék 48-as, 147001750 gyári számú II-14T-e ▼



Mi-8T 'yellow 40' of 201. osae in 1990 A 201. repülőszázad sárga 40-es Mi-8T gépe

2Is landed here, then left for Lebanon, and finally for Syria. The pilots wore jeans and civil clothes. On April 2, 1982 'red 45' MiG-21bis (75B, c/n: 75014699, built in Gorki in around 1973) crashed near Dunajváros, the pilot died. In June 1982 a MiG-21bis (75B) crashed. Its pilot was a squadron commander, an Lt-Col. who

Commanders of 195/11. GvIAD 1956-58  
Maj-Gen. Yefimov 1958-60 Lt-Gen.  
Zakvatayev 1960-63? Maj-Gen.  
Moyseyev 1969-73 Col./Maj-Gen.  
Tsokolayev 1973-1977 Col./Maj-Gen.  
Bobrov

Commanders of 515. iap  
1969-73 Lt-Col. Krylov  
1973-79 Lt-Col. Basov

was said to have ejected for the second time in his profession. The catastrophe was due to the diffuser separating from the engine. Specialists said that during overhaul, the engine had not been balanced (its axes was not parallel with the axes of the plane). On January 18, 1983 a MiG-21bis (75B) was flying at 2000 meters when its canopy departed from the fuselage. The pilot could land the defect plane.

In 1982-83 there was a big military presentation for the commanders of Hungarian Air Force with Su-24, Yak-28RV, Su-17M2, MiG-23ML. II-14T 'blue 48' (c/n. 147001750, produced in 1957) of 201. osae was written off in 1983 and was donated to the Museum of Traffic on February 21, 1984. The plane was used as a special version for measuring ground navigation and landing systems of aerodromes. After 1988 it was cut into pieces, one of its rotors can be seen in front of the second building of Museum of Traffic in Budapest. (Self-weight: 12790 kg, max. take-off weight: 17250 kg, max. useful load: 4400 kg, max. fuel: 1600 kg). In June 1984 MiG-21bis 'red 08' (75B, c/n 75053824, built in Gorki around 1977) fell from a low altitude, the pilot was killed. On April 22, 1985 (Monday), in the afternoon, MiG-21bis 'red 53' (75B, c/n 75014947, built in Gorki around 1973) crashed near Érd (killing a house owner) due to the fracture of compressor parts. The pilot ejected, but was slightly injured. The wrecks were transported to the official recycling plot. Someone found it there with a special control box, which had abbreviations referring to nuclear stuff. On January 2, 1986 Su- 24Ms of 727. gybap were observed above the base. On March 3, 1986 MiG-21 UM 'red 82' (c/n 06695169, delivered in Tokol on September 12, 1972) had an accident during taxiing out. It bumped into a fire-box near the taxiway and its right gear was deformed. Later the aircraft was sold to the Romániai Air Force (?). On May

Cut from a newspaper:

'On Thursday morning on October 19, 1987 a Mi-8PS (red 31) of 201. osae crashed into a hill 15-20 kilometers south-east of Pápa. The following military persons were killed in the accident: Army Col. Vladimir Shutov, dept. leader of the Soviet Army, Maj-Gen. Erién Porfiriev, Chief of Staff of YuGV, Kirill Tromifov, dep. telco-commander of Soviet Army, Maj-Gen. V. Bardashevskiy and Yuriy Ryabin'in, Executives of Commanding Board of Soviet Army, and Capt. Aleksey Gurenkov, pilot and Lt. Aleksandr Goncharov, onboard mechanic. The second pilot was not killed because when he recognized that catastrophe was unavoidable, he threw down the right side side window and jumped out of the helicopter. Unfortunately, he was seriously injured, too, and died one week later. In the fog, dark weather, the first pilot of the plane chose the simplest way; after taking off, he started following route 270° directly leading to Pápa. Thus the helicopter was possibly thrown off its original route by a side- wind, and it bumped into the 713-m high Kőrishegy.'

1990 februárjában a hazánkban maradt székesfehérvári és kecskeméti helikopterszázadok, az esztergomi raj, és további gépek érkezésével létrejött itt a 488. ovpu (önálló parancsnoki irányító helikopterezred) mely még az év őszén távozott az ukrainai Vapnyarka-ba. A vadászadosztály 422. önálló híradó zászlóalja is végig itt teleült, és 1990-ben két R-97SBT kocsival rendelkezett. Április 19-én, a 36. Légi Hadsereg legutolsó repülőgépeként a 201. osz. elrepült, s a 11. hadosztály törzse és 422. zászlóalja 1991. májusban kivonták, s a bázist végül június 5-én adták át a magyar félnek.



515. iap MiG-29s 'red 14, 15', independently and in pair, 1988 ▲ T ► Az 515. ezred MiG-29 (piros 14,15) gépei egyedül és párban, 1988



515. iap MiG-29UBs 'red 10, 30', whilst landing  
Az 515. ezred MiG-29UB (piros 10,30) gépei leszállás közben ▼ A ►

A



Mi-8T 'red 23' of the 201. osae painted by Hungarians A 201. repülőszázad Mi-8T-je, melyet a PG-ben festettek át

27, 1986 the regiment moved to Kiskunlacháza as the renewal of the runway and taxiways started. A new taxiway and parking plots were established at the other side of the runway. During the renewal of the base, 201. osae used the grassy reserve runway. In the summer of 1987 a non-coded A-50 was observed at the base. In the 1980s an An-12VKP was observed here for about two weeks. On August 6, 1987 the planes of 515. iap returned to Tököl, after more than one year. On August 29, 1987 MiG-23UBs of the 2. and 3. squadrons of 14. gviap moved here (e.g. white outlined 62, 65). At



515. iap MiG-21bis (75B) in 1984 Az 515. ezred MiG-21bisz (75B) gépe 1984-ben



Ex-226. osap Il-14G 'red 04' after relocating to Budapest-Ferihegy  
A 226. oszap volt Il-14G „piros 04” gépe, már Ferihegyen

12.30, on September 14, 1987, four MiG-29s of the 2. and 3. squadrons followed them as the renewal of that base started. The other planes of this squadron arrived some hours later. On September 23, 1987 three MiG-29 (blue 31,32,51) of 14.gviap had the first taxiing in the base. On September 25, 'blue 31' MiG-29 had the first take-off of the type in Tököl. In the

11-14 'CCCP-?' nőt far from Tököl, 1984 11-14  
„CCCP-?", közel Tokolhoz, 1984



Type	Amount	Codes	c/n	Used between
Il-12	22	-	-	1952-1974?
Mi-1	5	-	-	1954-1970
Mi-4S/T	3	CCCP-1, 7	-	1954-1973
Il-14T	12	blue 46	-	1955-1983
Il-14P	17	blue 49	-	1955-1981
An-12BP	5	blue 27, 28, 29, 30, 52	9346704 (28)	1963-
Tu-134A	1	blue 50	63979	1982-
An-26	5	blue 51, 52, 53, 54, 56	8704 (56)	1974-
An-26HL	1	blue 55	7309703	1979-
Mi-6P/PS	12 (6)*	yellow 01, 03, 04, 05, 07, 11, red 20, 21, 22, 24, 25, 31 -	-	1973-
Mi-8T	8 (4)*	red 18, 19, 23, 26, yellow 40, 41, 42, 47 -	-	1970-

\* Six P/PS and four T versions were used at the same time.



The so-called Granit nuclear warehouse ▲  
Az ún. Gránit ideiglenes nukleáris raktár



Special Mi-8MTV-1s are being made in Tököl ▲ ►  
A Mi-8MTV-1-k gyártás alatt Tökölön

fall of 1987-89 a large number of 3/16 shelters were to be built near the new taxiway, but due to political changes only six were erected. There were also built two thin-doored 3/16 ones for the planes on duty. On December 1. 1987, ex-226.osap Il-14G formerly based at Sprenberg, landed at Tököl (red 04, c/n 147001821, 5928 flying hours until November 26. 1987). It remained here until its exhibition in Budapest-Ferihegy in February 1989. On December 3, 1987 the first seven red-coded MiG-29s (red 41, 42, 43, 47) carrying external fuel tanks arrived to replace MiG-21bises of 515. iap. On January 12, 1988 the red-coded MiG-29UBs (including red 30, 10, 63) of 515. iap arrived in Tököl. On January 25, 1988 eight additional red-coded MiG-29 arrived to 515. iap. Until the summer of 1988 all 515. iap MiG-21s were replaced by 48 MiG-29s (9-13) and 6 MiG-23UBs. Their codes were: red 01-55 (red 10, 30: MiG-29UBs). In December 1989 another A-50 was observed during the events in Romania. In late 1988 the M.gviap returned to Kiskunlacháza. On March 6. 1989 the prototype of the hospital version of Mi-8MTV (designation: Mi-8MTV-1) arrived here (product no. 95043, side number CCCP-95043). The reform of the helicopter was thoroughly done by Pestvidéki Gépgyár. This plane flew to the Air Salon in Paris, where it was displayed under number H-298. The Ministry of Health of the Soviet Union ordered six further helicopters, which arrived at Tököl on December 21 - 22. 1990 and on January 11, 14, 27, and 29, 1991. Their side numbers and produce numbers are: CCCP-25426 (c/n 95458), CCCP-25427 (c/n 95459), CCCP-25428 (c/n 95460), CCCP-25429 (c/n 95461), CCCP-25430 (c/n 95462), CCCP-25431 (c/n 95463). The helicopters finally flew away on June 20, and July 9, 1991. In February 1990 the 515. iap gave its personnel and aircraft to 5. gviap, thus MiG-29s were all re-located to Sármellék. In February 1990 two helicopter squadrons (Székesfehérvár, Kecskemét), a helicopter flight

Data of non-resident cargo aircraft seen at Tököl

Type b/n	c/n	Date of production	Seen at Tököl on:
An-22A CCCP-08830	053483308	June 28, 1975	May 25-26, 1989
An-22 CCCP-09306	9340206	January 17, 1970	December 1990
An-22 CCCP-09326	01340310	December 30, 1971	June 8-9, and Sept. 25, 1989
An-22A CCCP-09329	043482276	November 30, 1974	March 1, 1990
An-22A CCCP-09344	053482288	February 28, 1975	April 29-30, 1991
11-76	-	-	February 28, 1990
Tu-134 CCCP-65986	63475	-	August 3-5, 1989

(Esztergom) and other non-resident helicopter squadrons landed at Tököl and were put into a new formation, 488 OBn BY (pp. 31956) / 488 independent helicopter regiment for military command/. The unit had 63 Mi-8T/TV/MT/MTV/VKPs, Mi-9s, Mi-24D/V/P/RCh/ Ks, Mi-2s. At that time 488. ovp commander was Col. Pyotr Nikolayevitch Gritzay. The unit reported directly to 25. AK (Land Forces of YuGv). Its two Mi-2s (yellow 41, 42, from öve of Székesfehérvár, Mi-2 '42' made in 1970, overhauled in Rangsdorf at the



beginning of the 1980s) were given to 'Aerocaritas Foundation' in 1990. The unit left for Vapnyarka in the fall of 1990.



An-12 'blue 28' of 201. osae An-12 „kék 28”, 201.oszae



Taxiway and shelter in Tököl Gurulóút és hangár Tökölön

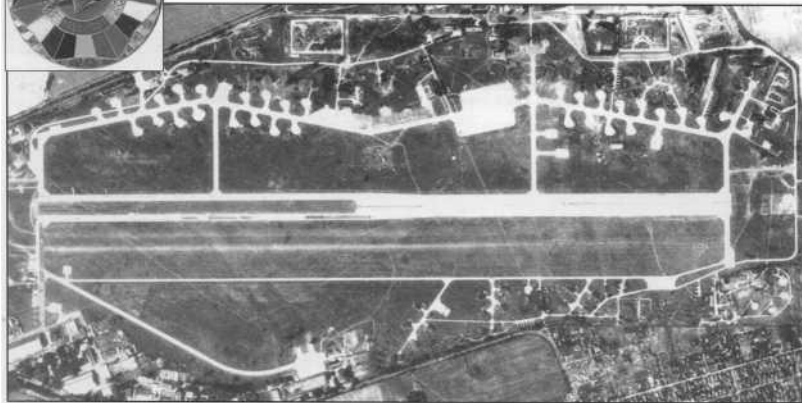
Time	Aircraft	Route	Task	Unit, code
05.00	An-26	K-arshi-Tbilisi-Krasnodar-Tshugayev-L.K.O-Tököl	Transport	201. osae
05.00	An-76	Tököl-Kunmadaras	Transport	?
06.00	Tu-134A(135)	Tököl-Tshkalovski-Tbilisi-Tököl	VIP	201. osae, blue 50
07.00	An-26	Tököl-Milovice-Sperenberg-Milovice-Tököl	?	201. osae
07.30	An-72	Tshkalovski-Tököl-Odessa-Burgas-Odessa-Tshkalovski	Post	223. osap
08.00	Mi-8T	Uzhgorod-Tököl	?	201. osae
10.00	Mi-8T	Tököl-Kiskunlacháza-Kunmadaras-Mátyásföld-Kunmadaras-Kiskunlacháza-Tököl	Post	201. osae
12.00	An-26	Tököl-LKO-Matshulitshe-?Matshulitshe-LICO-Tököl	?	201. osae

Flight plán, Tököl: Mart 1, 1991:

Flight plán, Tököl: Mart 4, 1991:

Flight plán, Tököl: Mart 5, 1991:

Time	Aircraft	Route	Task	Unit, code
07.00	Tu-154	Tshkalovski-Sperenberg-Tököl-Tshkalovski	Post	223. osap
07.00	An-12	Tököl-L.K.O-Kubinka-L.K.O-Tököl	?	201.osae
08.00	Mf-8PS	Tököl-?-Tököl	VIP	201. osae, red 21
08.00	An-72	Kishinov-Tököl-Kishinov	?	223. osae
10.00	Mi-8T	Tököl-Kiskunlacháza-Kunmadaras-Mátyásföld-Kunmadaras-Kiskunlacháza-Tököl	Post	201. osae, yellow 47
10.00	An-22	Tököl-Kunmadaras-Borispol	Transport	?
?	Tu-134A (135)	Tshkalovski-Tbi 1 isi-Tököl	VIP	201. osae, blue 50
?	An-26	Matshulitshe-Tököl	?	201. osae
?	An-26	Tbiisi-Tököl	?	201. osae



Tököl aerial photo, 1983

Tököli légifotó, 1983

In 1990 the 422. obs had two R-975BTs. In the first part of 1990 An-26 'blue 56' was removed to 245. osae in Legnica, Poland. Mi-8s were constantly changed by Mi-8Ts of 396. gvovp and Mf-8PS from other sources. Yellow 04, 07 arrived in April 1988, yellow 40, 41 in July 1990, yellow 03, red 31 on June 11, 1990. The 201. osae left Tököl on April 19, 1991, while 11. GviAD and 422. obs were withdrawn in May 1991 on the very day that 14. gviap left Kiskunlacháza. (11. GviAD was dissolved in 1992.) The official closing day of the base was on June 5, 1991. The 36. VA was then withdrawn.



## Tapolca

**Exposure:** 46° 52' 05" N, 17° 24' 28" E

**History:** It has only a grass runway. It was established in 1936.

During World War II it was used by the HuAF and the Luftwaffe.

From 1957 a spare airfield. 1. gviap Su-7B/BM/UMs were seen here in 1976.

## Trausdorf (Eisenstadt)

Units of 17. VA (288. IAD) were based here by May 1945. From the middle of 1946 the 6. GvIAK and 9. GvIAD HQ's and 100., 16. gviap (Absdorf and Kirchberg) were housed here with P-63, Po-2, UT-2, Yak-9V and AT-6G. In May 1948 a 100. gviap P-63 crashed and its pilot was buried in Eisenstadt. On January 10, 1949 the units were totally re-numbered (e.g. 16 to 689). In 1949 the 100. gviap left for Wiener-Neustadt, while 689. gviap re-located to Strasshof.

## Veszprém-Szentkirályszabadja

**Exposure:** 46° 04' 41" N, 17° 58' 12" E

**Runway:** 1634 2000 x 60 m concrete **Code**

**name:** TpaHtaHHH

**Liaison code of the 13. GvTD:** CocraB (Content)

**Liaison code for the Soviet heliport:** HBeTOJHOi (Flower-lover)

**History:** During WW II it had been a HuAF airfield.

After 1945 it was concreted and was the base of 2/59. VA. In June 1945 the 2 TbiHAK J2 Guards Assault Corps' was dislocated here with the 11 TbiHAF (11. Guards Fighter Division) with 5., 106., 107. rBuan (5, 106, 107. guards fighter regiments). The 106., 107. regiments were disbanded in 1947. Also from 1945 the 7. GvIAD's units (e.g. the well-famed 1. gviap (pp. 49701)) were observed here, too. From 1947 all the units were withdrawn (7. GvIAD units to Kokaity, for instance) or disbanded and 11. GvIAD consisted of 1. and 5. gviap's. In 1949 the 195. GvIAD (ex. 11) and 5. gviap re-located to Pápa. In 1949 the 1. gviap switched to MiG-15s, and some time later to MiG-15bis/UTI. Around 1954 MiG-17Fs arrived in Veszprém to replace them.

Some time in 1956 the 1. gviap's MiG-17F/UTIs rapidly relocated to Tököl, just as to arrive back on October 27, 1956. At 14.50 on November 7, 1956 these MiG-17Fs attacked Hungarián rebels in Dunapentele. The unit was based to Kunmadaras in 1959 (?). During exercises (1957-65) it housed MiG-15s, Yak-27Rs of 83. orap, and 33. orap of PrikVO.

Between 1961-July 2004 it had housed the Bakony Helicopter regiment of the Hungarián Air Force.

The 13. GvTD's ? oao /independent helicopter flight/ was based here from 1969-72 with Mi-2/8s. Sometimes Mi-6/24s were seen here. The oao left at the beginning of 1989 with six Mi-2 (1969-70), a Mi-8TV (1969-70), a Mi-9 (replaced Mi-8VKP, 1984).

## Wiener-Neustadt

**History:** Messerschmitt works was situated here and was occupied by Soviet tanks on April 2, 1945. On June 1, an airshow was held here with the participation of Allied fliers.

From 1949 it housed the 6. GvIAK and 9. GvIAD HQ's and 100. gviap with P-63s, Yak-9Bs, Po-2s. To accommodate jets, from 1950, the apron and the air control installations were improved, an approach lighting and an ILS was installed. From the spring of 1950 the unit used MiG-15s. In October 1951 an unknown unit of the division moved here (ex-Pamdorf) with some twenty La-9 and was retrained to MiG-15s. On December 7, 1951 the units had thirty-two MiG-15s each and eleven P-63s, three MiG-15UTIs. In early 1952 three Yak-1s were mentioned in the units, too. On March 16, 1952 two local MiGs fired their guns within the range of a British Anson near Swechat. On May 27, an Anson was approached by two MiGs: one landed at Wiener-Neustadt, the other one circled the plane several times. As US High Commissioner Donnelly departed for the US on June 4, his plane was circled by MiGs near Tülin in the air corridor between Vienna and the US Zone. The new jets were involved in a lot of accidents, one of which was rather unusual: Transporting a MiG-15s to the overhaul site, they had to cross the railways of the Southern Rail line. During one of these manoeuvres they were not quick enough, or just not alert, and a train collided with a MiG-15. The units may have been trained on MiG-17s in 1954. The base was left on August 27, 1955.



The KDP in Wiener-Neustadt Zwölfaxing A bécsjéhi repít torma

**History:** From 1945 it housed the 81. gviap of 1. GvBAD and was re-numbered to 748. gviap in 1949. From 1952 the unit was gradually re-equipped to Il-28s from Pe-2/UTIs. The guards regiment left the site in 1955.

Trausdorf: A 17. VA 288. IAD ezredei teleptek itt 1945 májusig. 1946 közepén a 6. GvIAK és 9. GvIAD törzsei, és a 16., 100. gárda- vadászrezdek teleptek itt P-63 A, Po-2, UT-2 és Jak-9V gépekkel. 1948 májusában egy P-63-as lezuhant, pilótáját Eisenstadtban temették el. 1949 elejétől az alakulatokat átszámolták (pl. 16->689.). 1949-ben a 100. gviap Wiener-Neustadtba, a 689. Strasshofba teleptek. Veszprém: 1945 júniusában a 2. GvSHAK: 5., 6. GvShAD, 11. GvIAD (5., 106., 107. gviap) teleptek itt, de itt talált otthon a 7. GvIAD is. 1947-ben a 106., 107. ezred feloszlott, a 7. GvIAD egységei Kokaityba vezényelték, így az 1. gviap a 11. GvIAD alá került. 1949-ben a 195. GvIAD (ex. 11) és az 5. gviap Pápra ment, s az 1. ezred MiG-15-eket kapott, amiket 1950-ban bisz/UTI változatok váltottak. 1954-től az első MiG-17F-ek is megjelentek. 1956. október 23-án az 1. gviap gyorsan Tökölre teleptek, de október 27-én vissza is érkezett, s három évvel később Kunmadarasra repült át. 1966-72 között a 13. GvTD helikoptertárra jött létre itt Mi-2/8 gépekkel, ami 1989-es kivonásakor hat Mi-2, egy Mi-8 és egy Mi-9-est repült. Wiener-Neustadt: Ezt a korábban a Messerschmitt műveknek otthon adó repülőtér egy szovjet tankegység foglalta el 1945. április 2-án, majd gyorsan tovább költözött csata- és vadászrezdek után a 2. Légi Hadsereg bázisa lett. 1945. június 1-én a szövetségesek légi-parádát tartottak itt. 1949-től a 6. GvIAK, 9. GvIAD és egy vadászrezdek állomásozott itt P-63, Jak-9B, Po-2, UT-2 gépekkel. 1950-től készült el a betonos felszállópálya, a kibővített előtér, az irányítótorony, az ILS. 1950 elejétől az egységhez MiG-15-ek érkeztek. 1951 októberében Pamdorfól ide teleptek egy La-9-es egység, s rögtön MiG-15 átképzésen vett részt. 1951. december 7-én amerikai felderítők mindkét ezredben 32 db MiG-15-t jeleztek, valamint további 3 db MiG-15UTI-t és 11 db P-63-t, sőt, 1952 elején már három Jak-11-t is mutattak a jelentések. 1952. március 16-án és május 27-én helyi MiG-15-k inzultáltak angol Anson gépeket (márciusban lövéseket adtak le rá), majd június 4-én az amerikai kormányzó, Donnelly gépét célzattették meg. A MiG-15-ek kezdetben sok baleset történt. Egy nagyjavításra vitt MiG-15-t nem tudtak elég gyorsan áthúzni a vasúti kereszteződésen, s összeütközött a vonattal. 1955. augusztus 27-én adták át a repteret az osztrák félének. Zwölfaxing: 1945-1955 között a 81. gviap (1. GvBAD) teleptek itt, melyet 1949-ben átszámoltak 748-ra, s 1952-től fokozatosan cserélték régi Pe-2/UTI gépeit II-28-akra.

## Temporary airfields (1944-1949) / Rövid használatú repülőterek (1944-1949)

### Absdorf

Meadow used by 100. and 104. gviap's from June 7, 1945. In late 1945 USAF personnel collected their last P-39s at the nearby Tülin, while they received P-63s. The 100. gviap relocated to Traudorf in the middle of 1946, while 104. gviap left for Fels on July 29, that year.



P-63A (c/n 270799), 100. or 104. gviap, Absdorf, 1945 P-63A Absdorfban (valószínűleg 100/104. gviap), 1945



288. IAD Yak-9D shot near Székesfehérvár in February 1945 A 288. IAD Székesfehérvár mellett 1945 februárban lelőtt Jak-9D-je



Another 288. IAD Yak-9D forced landed in Börgönd, 1945 Másik, a 288.IAD-hoz tartozó, Börgöndön kényszerleszállt Jak-9D

### Börgönd

288. IAD (17. VA) was based here in early 1945, and 898. iap (5. VA) was based here, too. In February 1945 Yak-9D 'yellow 20' (c/n 44572) was shot near the site (see third photo). In March 1945 Germans re-occupied the site and found an abandoned Yak-9 there.



288. IAD Yak-9 in Börgönd in March 1945 A 288. IAD Jak-9-e Börgöndön 1945 márciusában

### Budaörs

Airfield used by 17. VA assault units attacking Budapest.

### Dunakeszi

Originally a horse racing site established for Soviet assault units attacking Budapest in 1944-45.

### Fels (am Wagram)

Grass airfield which was occupied by Soviet tanks on May 3, 1945. On July 1, the 23. GviAD (69., 21., 211. gviap's) arrived here from Zhagan, Poland. The units' P-39s were shifted by P-63s (Po-2, UT-2, AT-6 as well) from 1946. They were disbanded in 1947. The 9. GviAD's 104. gviap (P-63A) moved here on July 29, 1946 from Absdorf. The unit must have been disbanded or withdrawn in 1949.

### Fischamend

Airfield used by 295. IAD units in May-June 1945.

### Gerasdorf

Airfield used by 295. IAD units in April-May 1945.

### Graz-Thalerhof

On May 25, 1945 local men were collected to build accomplishment duties (establishing bunkers) for 17. VA units. During the night of May 22 to 23, 1945 the Red Army left Graz. There is no evidence that any units had been based here (they were to be based here).

### Hatvan

Wartime airfield used by processing Yak-1/3s of 13. GviAD (5. VA) in 1944-1945.

Absdorf: 100. és 104. gviap által 1945. június 7-től használt mező. Az egységek utolsó P-39 gépeit innen vették Tullnba az amerikaiak. A 100. ezred Traudorfba települt 1946 közepén, míg a 104-et Fels-be helyezték át 1946. július 29-én. Börgönd: A 288.IAD és egységei, valamint az 5. LH 898. iap egysége állomásozott itt 1945 márciusában. Ebben a hónapban a németek még visszafoglalták a repertert, és egy elhagyott Jak-9-t találtak itt. Fels: Füves repülőtér, melyet 1945. május 3-án szovjet tankok foglaltak el. Július 1-én a teljes 23. GviAD ide érkezett Zsaganyból (Lengyelországból). Az egységeket P-39-ről P-63-ra folyamatosan képezték át 1946-tól (Po-2 futár-, és UT-2, AT-6 kiképzőgépek is voltak az alakulatokban). 1947-ben az egész hadosztály feloszlott. Ezek mellett, a 9. GviAD 104. gviap ezrede 1946. július 29-én érkezett ide (P-63A) Absdorfból, de az egységet 1949-ben kivonták, vagy megszüntették. Kirchberg: A. 6. GviAK és 9. GviAD törzse és a 16. gviap (P-63, Po-2, UT-2, AT-6G, Jak-9V) által 1945 június és 1946 közepé között használt mező. Stockerau: Zöld rét, melyet a 22. GviAD 213. gviap egysége használt (talán a 129. és 212. gviap is?) 1945. június 28-tól augusztuszeptemberig, amikor a 213. gviap Parnorfba települt át. Tülin: A 213. gviap bázisa 1945. június 8-28 között. Ez után Tülin egy amerikai enklávé lett a szovjetek által megszállt Felső-Ausztriában, ahol 1945 végén a Lend-Lease P-39-eket gyűjtötték össze a környékbeli szovjet ezredek. Unterwaltersdorf: A 2. Légi Hadsereg 7. ShAD és egységei (pl. 893. shap) települtek itt 1946-47-ig 11-2 gépekkel. Zombor: 1944-45-ben a 295. IAD ezrede és a 31. iap használt ezt a mezőt, majd a győzelem napján a 165. shap-ot figyelték meg itt. Papóc, Seregélyes, Műnchendorf: A 17. Légi Hadsereg 288. IAD telepítési helyei 1944-45-ben. Fischamend, Gerasdorf: A 295. IAD egységeit figyelték meg ezen a helyeken. Szarvas: Csataegységek, pl. a 131. gviashap által használt mező. Reindorf: Az 5. Légi Hadsereg 13. GviAD által használt repülőtér. Perkátá: éjszakai bombázó Po-2-k telepítési helye.

## Kirchberg (an dér Wagram)

Green meadow für 6. GviAK and 9. GviAD HQ's and 16. gviap (P- 63, Po-2, UT-2, AT-6G, Yak-9B) till their transmission to Trausdorf in the middle of 1946 (?).

## Münchendorf

Base of 288. IAD and its units (e.g. 611. iap), arriving from Trausdorf, until the withdrawal of 17. VA in June 1945.

## Papok

288. IAD (17. VA) regiments were based here in early 1945.

## Perkáta

Airfield housing the Po-2s of 262. NBAD (370., 734., 993. nbap's)

## Reindorf

Airfield used by Yak-1/3s of 13. GviAD (5. VA) in 1944-45.

## Seregélyes

288. IAD (17. VA) regiments were based here in very early 1945.

## Sopron

Airfield used by 295. IAD units in 1945.

## Stockerau

Green meadow für 213. gviap of the 22. GviAD (maybe 129. and 212. gviap's as well?) from June 28, 1945 till August-September 1945, when the unit was re-located to Pamdorf (other units?).

## Szarvas

Field used by Il-2s of assault units, such as 131. gvshap (7. GvSHAD, 3. GvShAK, 5. VA) in 1944.

## Túlin

213. gviap's base between June 8-28, 1945. Then it was taken over by the USAF and was used as an enclave in Soviet-occupied Austria. P-39s of 9. GviAD were heaped up here in laté 1945.

## Zombor

Airfield used by 295. IAD units such as 31. iap in 1944-45. The 165. gvshap (11-2) was as well seen here on May 9, 1945.

## Unterwaltersdorf

Base of the 7. ShAD and its units (e.g. 893. shap with 11-2) before 1946-47 (?).

\*

Data tables of Soviet aerodromes containing names and Hason codes Repülőtér-adattáblák, neveikkel és hívókéddokkal

29	ТОКТОБ	БРИАНКА	1080	BA-618	B-300	321/141	2200
25	КХИМАРАМ	ФОРСТРОТ	450	ФТ-369	ФТ-247	556/1230	5500
31	КХИМАН	АНДРА	1080	AP-408 PA-742	A-365 P-365	317 157°	2530
24	ТОБОРОМ	ТОРМЕР	480	ГМ-895 СМ-895	Г-605 С-605	416° 226°	4500
36	УВАНОСОН	БЕЛГАТ	750	БМ-515 АБ-515	Б-250 А-250	166° 306°	3000

	A3POJ1POM	nOSbIBHOfi	HAH	AIIPM	BrIPM	MKnoc	u	P
	SfiurAA			K*5-Swt I^" 250		34^~165"	55	J3
	*			^"p-300- &		322*- Ufc	19	/
	KuiwwiaaIixasa , JIMMP'			AP-742		138		
	Kwi/-3&a-a <sup>1</sup> CpOKCHOT	285 74* 24.3o 1 1		CPT 369 MF				
	nana . K-P-T			KT495OP^		6A*-341"		
	Taca*>u li,em>c&r "			Hr325rn^				



**Units / Alakulatok**

# The history of units / Alakulatok története

I.GvBAD:

Zhagan (1944), Germany (1945), Aspem (1945), renumbered to 164. GvBAD (1947), Debrecen (early 1952), Melitopol (June 1952), withdrawn from 59. VA (1955)

Pe-2/UTI, Po-2, 11-28/U, Yak-12

I. gviap:

Germany, 7.GviAD (1945), Veszptém (1945), 11. GviAD (1947), Tököl (October 24-27, 1956), Kunmadaras (1959-60?), renamed to 1. gviabp (March 1963), Ostrava (August 21, 1968), ? (August 22-25), Namest n. Oslavou (August 25-October 27, 1968), Kunmadaras (October 27, 1968), 1. gviapib (1976), withdrawn to Leybyazhe (April 22, 1991) 1-15, 1-16, 1-153, Hurricane IIB, Yak-1, Yak-3, Yak-7, Yak-7B (November 1942) and Yak-7U, UTI-4, P-63 (1946), MiG-15/YakII (1949), MiG-15bis (1951), MiG-17F/PF (1955), Su-7B (1963), Su-7BM/UM (1965), Su-17M2/UM2 (1976), MiG-27D/23UB (1989)

5. gviap:

Bialystok area, Tamovo (June 1941), Yelna Bulge (August 1941), Kalinin Rzhnev/Velikiye Luki/Kholm (early May 1942), Budovo (laté May 1942), Stalingrad (summer 1942), Kursk (summer 1943), Donbass (September 1943), the Ukraine, towards Odessa (1st half of 1944), Lvov (June 1944), Luck (Poland) (July 1944), Gostyn (Poland) (December 1944), Berlin and Sprottau (April 1945), Prague (May 1945), Veszprém (May 1945), Pápa (1949), Sármellék (October 1, 1960), Byaroza, disbanded (October 4, 1990)

1-153, MiG-3 (1941), LaGG-3 (February 1942), La-5F/FN (September 1943), La-7 (1945), Yak-9B/U (1945), MiG-15/Yak-I 1 (1949), MiG-15bis (1951), MiG-17F/PF, MiG-19S (1956), MiG- 21F-13/U (1962), MiG-21PF (1966), MiG-21PFM (1970), MiG- 21SM/SMT (1972), MiG-21UM (1973), MiG-23M/UB (1976), MiG-29 (9-13)/UB (1989)

6. GvBAK:

Zhagan (1944), Germany (1945), Aspem (1945), renumbered to 4. GvBAK (1949), Debrecen (early 1952), disbanded (1952-55?)

Pe-2, Tu-2, Po-2, Yak-12

8. GvBAD:

Zhagan (1944), Germany (1945), Strasshof (1945), Aspem (1952) Debrecen (July 1952), renamed to 177 (1955), disbanded (1960) Pe-2/UTI, Po-2, 11-28, Yak-12

80, 81, 82. gvbap's:

Zhagan (1944), Germany (1945), Aspem (80, 82.) and Zwölfaxing (81.), under I. GvBAD (1945), renumberations: 80. - 819,81. - 748., 82. - 654. (1949), 748. gvbap to Debrecen (early 1952), all units to Melitopol (June 1955)

Pe-2/UTI, 11-28/U (1952)

II. GviAD:

Hungary (1944), Poland (1944), Germany (1945), Veszprém (1945), Pápa, numerated to 195. (1949), Tököl (1960), 11. GviAD (1968)

La-5FN, Po-2, MiG-15/bis/UTI, MiG-17F/17PF, MiG-21F-13/PF/PFM/SMT/bis/UM, MiG-29 (9-13), Yak-12, An-2/4

14. gviap:

Leningrad (1943), Hungary (1944), Poland (1944), Germany (1945), Ungm, Estonia (1945?), Kalocsa, under 275. IÁD (August 21, 1957), Kiskunlacháza, 195. GviAD (August 27, 1960), Zherdevka (May 20, 1991), Halino (1998) 1-153 (type 16, 24), I-16BT, LaGG-3, MiG-3, Yak-3, Yak-9D/U, M iG-15/PF, MiG-17F/PF, MiG-19P (1959), MiG-21F-13/U (1962), MiG-21PF (1965), MiG-21PFM (1970), MiG-21SM (1972), MiG- 21UM (1973), MiG-23M/UB (1975), MiG-23ML (1979), MiG- 23MLD (1985), MiG-29 (9-13) (1986), MiG-29UB (1989) 116. iap:

Tököl (1944), Austria (1944), Germany (1945), Kretshevitsy (1947), Kecskemét (March 1, 1952), Aspem (October 10, 1952), Osovtsy, Belarus MD (September 1955), disbanded (1960)

La-7, MiG-15, Yak-11 (1950), MiG-15bis (November 1952),

160. gvbap:

Strasshof, 8. GvBAD (1945), Tököl (1947), renumbered to 880. gvbap (1949), Kunmadaras (1957), renamed to 315. ograe (1960), intéő 328. ograp (1977),

disbanded, withdrawn (April 14-15, 1991) Pe-2/UTI, 11-28/U (1952), MiG-15R/UTI (1960), MiG-21R/U/UM (1967-74), Yak-28R/PP/U, Su-17M4R/UM3 (1984), Su-24MR (1988)

161. gvbap:

Götzenhof, 8. GvBAD (1945), numerated to 727. (1949), Debrecen (June 1952), 727. gv.obap (1960), Kirovograd (July 10, 1987) Pe-2/U, 11-28/U (1952), Yak-28/U (1969), Su-24/M (1982)

162. gvbap:

Strasshof, 8. GvBAD (1945), renamed to 674. gvbap (1949), Debrecen (June 1952), renumbered to 97. ograe, (1956-57), intéő 328. ograp, Kunmadaras (September 1977)

Pe-2, 11-28/U (1952), 11-28R (1955), Yak-28R/PP/U (1967-72),

23 oap-GVF

B. Vöslau (1945), 201. otao (1949), 201. osae (1954), Tököl (1955), withdrawn (June 1991)

Li-2 (1947), 11-12 (1952), Mi-1/4 (1954), II-14/P (1955), An-12 (1963), An-26/26BL (1974/1979), Mi-8T/P (1970/74)

239. oap:

Fernost (August 1945), Debrecen (November 4, 1956), Fürstenwalde (November 1959), Li-2 C-47, An-2, Mi-1, Mi-4,

275. IÁD:

Ungm, Estonia (1945), Hungary (August 1957), withdrawn (August 1960)

Yak-9, Po-2, MiG-15bis/UTI, MiG-17, MiG-19 330.

IÁD:

Hungary (1944), Austria (1944), Germany (1945), Kecskemét (March 1, 1952), Strasshof (October 10, 1952), Belaruss SR (September 1955), dissolved (1960) Yak-9, Po-2, MiG-15/UTI, Yak-12

396. gvovp

250. thap, Zabakal (1939), 250. ap-DD, Moscow (Januar 1942), 4. gv.ap-DD (August 18, 1942), 220. gvbap (December 26, 1944), 396. gvap, Kalocsa (1959), 396. gvovp (1965), withdrawn (July 4, 1990) TB-3, C-47/Li-2 (1944), Mi-4 (?), Mi-6 (1961), Mi-6A(1970), Mi- 10(1964), Mi-8T (1970), Mi-8TV (1976), Mi-8VKP (1986?)

515. iap:

founded (1942), 193. IÁD (1943), Warsaw (August 1944), Berlin- Tempelhof (April 28-June 1945), Elstal (June, 1945), Berlin- Schönefeld (June 1945), Tököl (1949), withdrawn (early 1990) Yak-9U (1945), MiG-15/Yak-11 (1949?), MiG-15bis/UTI (1951), MiG-17F (1955), MiG-21F-13 (1962), MiG-21PF/U (1964), MiG- 21PFM (1968), MiG-21SMT (1972), MiG-21 bis/UM (1982), MiG-29 (9-13) (1987), MiG-29UB (1988),

927. iap:

Hungary (1944), Austria (1944), Germany (1945), Kretshevitsy (1947), Kecskemét (March 15, 1952), Strasshof (November 20, 1952), Osovtsy, Belarus SR (September 1955)

MiG-15, Yak-11(1950), MiG-15bis (1952), MiG-17

# Ихүлбөөй цогTaB BBC ИорВ 1977- / Order of battle of Air Force of SGF / Csatarend

\* BBC ИорВ, БяанеуиТ (В/Н нри. 25687)

- \* МАС BBC ИорВ, БяанеуиТ (В/Н nn. 70492)
- \* 209 ОВЗ ПЗЕ, флётееи (В/Н nn. 19139)
- \* 18 онс и АУ, ннјиHиМаоа (В/Н м i. 7)
- \* 36 БА, БяанеуиТ (В/Н нri. 86899)
  - \* 11 ТБараеициGui /лунponexпоСККаа КраеН03HaMeHHaа ораеуа BoraаHa XMCibnumcoro HA]], TeKejib (В/Н nn. 19066)
    - \* 422 оёс, Teicеnb (В/Н нri. 93905)
    - \* 515 лoMepaHCKHÜ оpa. B. XMeibHHUKopo HAH,TeKejib (В/Н nn. 49712)
    - \* 14 ТБараеHCKUH КраеН03H. JleHHHурпауcKHÜ о. Kyry30Ba HAFI Hм.>KuanoBa, KuuiKyHiauxa3a (В/Н nn. 55711)
      - \* 5 рBараеицKHH БepjiHHCCKHfi HAN, IlлapMeJyieK (В/Н nn. 23301)
  - \* 1 рBараеицKHH КраеHoiBараеицKHfi aBawubi КраеН03HaMeHHiü оpaеHOB JicHHHаа H Kyry30Ba II. creneHH Hм. 50-лcтHи СССР AIIHB, KyHMaapaui (В/Н nn. 49701)
    - \* 328 рBараеицKHH BHCJICHCCKHи оpaеHOB CyBopoBa H BoraаHa XMeibHHUKopo OPAH, KyHMaapaui (В/Н nn. 18357)
    - \* 396 OpaеabHbiifi BojiopoacKHÜ КраеН03HaMeHHiü Bn, Kanona (В/Н nn. 84242)
    - \* 201 OpaеabHafi CaxjiHиipaacKaa CMеuiaimas A3, TeKeab (В/Н flil. 13708)
    - \* 727 ТBараеHCKHH HерKaccicни оpaеуа BoraаHa XMeabHHm-coro II CTeneиH OBAII, /Jeöpetieii (В/Н nn. 64344) (ao 1987)
    - \* 88 рBараеицKHH КраеKoicia-иif оpaеHa Boraаna XMeibHHUKopo ATHE, ^efiepeпH (В/Н FI FI. 41426) (c 1987)
    - \* OpaеubHoe A3 EBM, KyHMaapaui (В/Н nn. 18357-B) (ao 1983-84)

Air Forces of the Southern Group of Forces, pf. 86899

- 209. Independent EW helicopter squadron, pf. 19139 18. Independent liaison regiment and Air traffic Control, pp.?
- 36. Air Army, pf. 25687
  - 11. Dnepropetrovskaya Guards Fighter Division, pf. 19066 422. independent liaison battalion, pp.93905 14. Leningradskiy Zhdanov guards fighter regiment, pf. 55711 5. Berliniskiy guards fighter regiment, pf. 23301 515. Pomeranskiy fighter regiment, pf. 49712
  - I. Guards fighter-bomber regiment, pf. 49701
  - 328. Vilsenskiiy guards independent reconnaissance regiment, pf. 18357 396. Volgogradskiy guards independent helicopter regiment, pf. 84242 201. Stalingradskaya independent mixed squadron, pf. 13708 (727.Tsherkasskiy independent guards bomber regiment, pf. 64344 (until July 1987)
  - 88. Guards Krakkovskiy fighter-bomber pf. 41426 (from July 1987) (Independent target-pulling squad, pf. 18357-B (until 1983-84)

15 Mf-8PP/SMV/T, Mi-9  
10 R-145BM, 1 R-975BT

1 Mi-9, 1 An-14  
2 R-975BT  
34/2 MiG-29/UB, 8 MfG-23UB 19/1  
MiG-29/UB, 24/4 MfG-23M/UB 48/6  
MiG-29/UB 34 MfG-27D, 15 MfG-23UB  
13 Su-24MR, 12/3 Su-17M4R/UM3 24  
Mi-6A, 41 Mf-8T/TV/VKP 5 An-12,6/4  
Mf-8T/P, 5 An-26, 1 Tu-134 33 Su-24M  
44 MfG-27D, 18 MfG-23UB 3/1 I-  
28BM/U

DHSDCS Légierő, pf. szám: 25687, Budapest-Mátyásföld

- DHSDCS Légierő Mernőki Repülő Szolgálat, Budapest-Mátyásföld, pf. szám: 70492 209. Önlálló Rádióelektronikai Harc Helikopter Század, Debrecen, pf. szám: 19139 18. Önlálló Híradó és Légiirányító Ezred, Piliscsaba, pf. szám: ?
- 36. Légi Hadsereg, Budapest-Mátyásföld, pf. szám: 86899
  - II. Gárda Vadászpilóta Hadosztály, Tököl, pf. szám: 19066
    - 422. Önlálló Híradó Zászlóalj, Tököl, pf. szám: 93905 515. Vadászpilóta Ezred , Tököl, pf. szám: 49712 14. Gárda Vadászpilóta Ezred, Kiskunlacháza, pf. szám: 55711 5. Gárda Vadászpilóta Ezred, Sármellék, pf. szám: 23301 1. Gárda Vadászombázó Repülőezred, Kunmadaras, pf. szám: 49701 328. Önlálló Gárda Felderítő Repülőezred, Kunmadaras, pf. szám: 18357 396. Önlálló Gárda Helikopterezred, Kalocsa, pf. szám: 84242 201. Önlálló Vegyes Repülőszázad, Tököl, pf. szám: 13708 (727. Önlálló Gárda Bombázóezred, Debrecen, pf. szám: 64344 (1987 júliusig)
    - 88. Gárda Vadászombázó ezred, Debrecen, pf. szám: 41426 (1987 júliustól) (Önlálló Légielő-vontató Repülőraj, Kunmadaras, pf. szám: 18357-B (1983-84-ig):

15 Mf-8PP/SMV/T, Mi-9  
10 R-145BM, 1 R-975BT

1 Mi-9, 1 An-14  
2 R-975BT 48/6 MiG-29/UB  
34/2 MiG-29/UB, 8 MfG-23UB 19/1  
MiG-29/UB, 24/4 MfG-23M/UB 34 MfG-27D, 15 MfG-23UB 13 Su-24MR, 12/3 Su-17M4R/UM3 24 Mi-6A, 41 Mf-8T/TV/VKP 5 An-12, 6/4 Mf-8T/P, 5 An-26, 1 Tu-134 33 Su-24M  
44 MfG-27D, 18 MfG-23UB 3/1 I-28BM/U

## БөмjiеТНbиe қacTH CB / Helicopter units of the LF / A szárazföldi csapatok helikopteregységei

25 ApMeipciHH Kopnye, Army Corps, Hadseregстг (Budapest-Mátyásföld)

- 488 Oбri BY, Independent Command Helo Squadron, Önlálló Irányító Helikopterezred (Tököl) (February-November 1990)
- 254 MC.fI, MRD, Gépesített Lövészadosztály (Székesfehérvár)
  - ? ооёс, Independent Attack Helo Squadron, Önlálló Harci Helikopterszázad (Székesfehérvár-Sóstó) (1967-1990)
- 93 Тb.MC.fI, GMRD, Gárda Gépesített Lövészadosztály (Kecskemét)
  - ? ооёс, Independent Attack Helo Squadron, Önlálló Harci Helikopterszázad (Kecskemét-Kadafalva) (1967-1990)
- 13 Тb.TK, GTD, Gárda Tankadosztály (Veszprém)
  - ? ооо, Independent Helo Flight, Önlálló Helikopterraj (Veszprém) (1967-1989)
- 19 Тb.TI, GTD, Gárda Tankadosztály (Esztergom)
  - ? ооо, Independent Helo Flight, Önlálló Helikopterraj (Esztergom-Kertváros) (1967-1990)

## **Aircraft / Repülőgépek**



## Aircraft / Repülőgéptípusok (1944-91)

### A-20 Boston

An American bomber, Soviet AF used it for bombardment missions over Hungary in 1944-45. The 6. GvBAK also had one. The target-pulling flight in Götzendorf (Debrecen from 1952) had two of them.

### A-50

This AWACS version of the 11-76 was observed in Tököl twice: in the summer of 1987 and during the events in Romania in 1989. It was anyway seen many times flying on reconnaissance missions along our borders. This example did not wear any codes.

### An-2

One issue was based in Kiskunlacháza. It wore a simple dark green painting. Another An-2 was mentioned to have served as a platform for bailers in Debrecen.



An-12 'blue 28' of the 201. osae  
A 201. repülőszázad „kék 28-as” An-12-je

### An-12

Fi ve BP types served

in 201. osae of Tököl (blue 27, 28, 29, 30, 32) from 1963. During the 1970s six issues with Aeroflot markings transported Hungarian MiG-21F-13 to Aleppo. In the 1980s an An-12 VKP was temporarily stationed in Tököl. An-12 'red 12' of 535. táp was seen at Debrecen.

### An-14

One issue of this type served in Hungary in the 195/11. GviAD's command flight in Tököl from 1963 until around 1988 (blue 06).

### An-22



An-22A 'CCCP-09329' in Kunmadaras, January 1991  
Egy katonai An-22A polgári CCCP-09329 lajstrommal Kunmadarason

The fourth heaviest cargo plane of the world had flown several times in Hungary carrying weaponry and other supplies. It had usually been observed in Kunmadaras, Tököl, Kiskunlacháza. They were seen often in these bases in 1967/73/82 when they transported weapons for Syrians and they had to land for a refuel stop. They also transported MiG-25s to Egypt via Tököl in 1971. During the withdrawal at least five different ones were seen here.

### An-24/26

Used by 201. osae of 36. VA at Tököl. Little is known of the An-24s of the 201. osae.

An-26 'blue 51, 52, 56' were three transport versions, while 'blue 55' was an An-26BL (c/n 7309703). An-26 'blue 56' (c/n 8704) was delivered to Tököl in 1979 and was given to 245. osae at Poland in 1990.

An-26s of 201. osae were often seen in Germany. They were also common in Hungarian airspace giving a very unique, recognizable noise.



An-26 'blue 51' of 201. osae  
A 201. század „kék 51-es” An-26-a

### An-72

A camouflaged An-72 was observed in Tököl in 1990 along with white, or Aeroflot-marked issues were also seen there. They were the usual courier and post-planes according to the documents.

### An-124

In 1986 one of the first An-124s visited Kunmadaras and made touch-and-go landings with its cargo, as a part of the testing procedure. Later, other An-124s (e.g.: An-124 'CCCP-82077') were deployed for transporting big equipment to the SU.

### 11-4 (DB-3)

It was deployed in the bombardment of Hungary. Even the town of Debrecen was bombed by DB-3Fs (DB stands for Dahnij Bombardirovshik or Long-range Bomber). As far as I know one 11-4 was shot down over Nagyiván and it fell down to the pusta before my granny's house. Total production of the DB-3 and 11-4 was approximately 6800, that of the 11-4 alone 5256.

### 11-12/14

On May 28, 1952 two 11-12Ts were based in Bad Vöslau replacing 2 Li-2s of 201. otao. The unit received its first two (?) 11-14T/P in 1954-55. On May 30., 1954 Lt. József Riczu made an unidentified 11-14 land in Sármellék. The plane was an official Soviet one carrying N. S. Hrushtshov from Beograd to Prague. In 1959 and 36. VA only 201. osae based in Tököl used this type from November 1959. A special RSBN-testing version was based here, which was later supplied and replaced by an An-26BL in 1979. An 11-14P was also based in Tököl until 1981 (blue 49). 11-14T 'blue 48' (c/n.: 147001750) of 201. osae was written off in 1983. Another example of the type was 11-14G 'red 04' (c/n.: 147001821) which arrived in Tököl on December 1, 1987 from Spereberg. We also know that it had flown 5928 hours altogether until November 26, 1987. It stayed



11-14T 'blue 48' of 201. osae Kék 48-as oldalszámú 11-14T

An-12: öt BP alváltozat szolgált a 201. osaze-ben 1963-tól (kék 27-30,32). An-14: a kék 06-os gép Tökölön szolgált 1963-1988 között a 11/195. GviAD parancsnoki rajában. An-22: Ezen óriásgépek karavánjai szállították a fegyvereket Egyiptomba, Szíriába Tökölön, Lacházán és Kunmadarason keresztül, de a kivonás során is szükség volt nagy teherbírásukra. An-26: a 201. osaze birtokolt 3 teherszállító (kék 51,52,56), és egy RSZN-ellenőrző BL változatot (kék 56) 1974-től. 11-14: A 201. otao/osaze használt 11-14T/P gépeket 1954-55-től. Akék49-es P-t 1981-ben, a kék 48-as T-t 1983-ban selejtezték.

in Tököl until its exhibition in the open-air museum in Budapest- Feriegy in February 1989. The 727. gv.obap had Il-14T 'white 01'.

## 11-28

From 1951 gradually, the bomber's features were exploited by six regiments of 4. GvBAK. The first Il-28s were dislocated in 59. VA in 1952 and the units were gradually equipped with them until 1954.



11-28 'red 14' of 727. gv.obap  
Piros 14-es 11-28, 727. gárdaezred ▲ ▼



Yak-28RV former 'blue 14' of 328. ograp painted to red 20 A Korábbi kék 14-es Jak-28RV a 328. ezredből, piros 20-ra áfestve

These were mainly basic versions (30-40 pieces in each unit) and some U trainers (4-9 pieces in each unit). From 1957 the 97. ograp had Il-28R/RR/U in Debrecen. At the end of the 1960s the planes of 727. gv.obap were replaced by Yak-28. Il-28s of 674., 727. and 880. bap's had many sorties over Budapest and other cities during the 1956 revolution. One 11-28 of 880. gvbap was shot down in Budapest on November 7, 1956. The crew (3) lost their lives and were immediately given the award of the Hero of the SU. Three Il-28BMs and a Il-28U were based in Debrecen (1953-1979), and Kunmadaras (1979-1984) in oazbvm (target pulling flight). In 1984 the unit only had 2 Il-28BMs.

## 11-76/78

In 1982 it took part in the weapon-supplement of Syria and landed at Tököl. I observed Il-76MDs in Kunmadaras before the withdrawal. 11-78 was a tanker-version of 11-76. Thirteen Su-24MRs (Kunmadaras) and thirty-three Su-24/Ms (Debrecen) were based in Hungary, which had refuelling sticks, and practiced refuelling with Il-78s.

## Yak-3/9

The 1. gviap, and 515. iap had Yak-3, which were replaced by Yak-9U from 1945. The Yak-9s of 515.iap were photographed near Miskolc (Sajókápolna) in 1952. A Yak-9V was used by 212. gviap, then it was circulated to 129. gviap and later to 22. GviAD.

## Yak-11/12/14

At least two Yak-11s were mentioned in reports about the training of Hungárian pilots in Taszár and Kecskemét. The 330. IAD and its 927. and 116. iap trained the pilots, and both regiments had two Yak-11s. In Wiener-Neustadt there were one-two from 1952 (?). The divisions had some four Yak-14s (?) in the command flights.

## Yak-25

Some fifteen Yak-25RVs were observed in 1965 in Kiskunlacháza (orac?), from 1969 they were targets in the Nádudvar range.

## Yak-28

In Hungary six basic versions of this type were used: the reconnaissance subversions (R, SR, RV), the ECM version (PP), the



bomber version and the U or training subtype. The 97. ograp based in Debrecen used nine Yak-28R/RVs from 1967 and three/two Yak-28PP/Us from 1972. The 328. ograp's 1. squadron inherited these ones from 97. ograp and used them until 1989. The 727. gvbap was re-equipped to Yak-28s in 1970. Yak-28R 'blue 14' (c/n: 7961004) of 328. ograp had been handed over to the Open Air Military Park in Debrecen and had been exhibited there between 1987 and 1990 under code 'red 20'. On January 4, 1984 Yak-28R 'blue 02' crashed near Kunmadaras, while Yak-28RV 'blue 04' crashed on August 13, 1986 in Andomaktálya. Yak-28R 'blue 03' was exhibited in Kunmadaras, in front of the repair-hanger of the unit. Yak-28R 'blue 36' (c/n 6960401) of 328. ograp was cut into pieces in June 1987. On the Day of Aviation in 1987, Yak-28U 'blue 15' was put on display in Kunmadaras.

## La-5/7/9/11

La-5FN/7s were used by 5. gviap until 1950-51 (?). Twenty La-9/11s (more?) were observed in the unit (213. gviap?) in Pamdorf until October 1951 (then replaced to Wiener-Neustadt?). 8. GviAD regiments used La-7s in Hungary until 1947.

## Li-2

Soviet copy of the American C-47. The 239. gvtap (Debrecen) used this and C-47, too, between November 1956-1959, until the re-basing to Fürstenwalde, GDR. Fifty-four issues of this plane were in service with the 108. vdp in October-November 1956. The 201. otao used four (May 1952 two) Li-2s in Bad Vöslau until 1954.

11-28: 1951-től fokozatosan váltották a Pe-2-eket a szolgálatban, a 4. GvBAK hat ezredben, 1956-ban egyet le is lőttek a tököli 880. gvbap kötelékéből. Az utolsó 11-28 bombázót a hetvenes évek elején vonták ki Debrecenből. 1957-től a debreceni 97. ograp Il-28R-eket kapott, de célvontató raj is használt három Il-28BM és egy U változatot 1984-ig. Jak-9: Az 515. iap 1951-ig repült Jak-9D/U-kat. Jak-25: egy Kiskunlacházán állomásozó alakulat használt kb. 15 RV magassági felderítő alváltozatot 1969-ig, amikor is a nádudvari lőterem célként állították ki őket. Jak-28: a 97. ograp kilenc Jak-28R-t kapott 1967-ben. Az alakulat öt év múlva Kunmadarasra a 328. ograp első századát alkotta. Akkor még további három PP és két U változat érkezett hozzájuk, melyeket 1989-ig használtak, a Szu-24MR-k megérkezéséig. La-5/7/9/11: a 2. Légi Hadsereg számos alakulata használta a La-5/7 típus változatait 1947-ig, majd 1951 októberéig egy ezred Pamdorfban repült La-9/11 gépeket. Li-2: A 201. otao (oszae) négy, majd két ilyen gépet használt 1954-ig.

## Mi-1

Five pieces were in use by 201. osae from 1954-56 (?) until 1970 when they were replaced by Mi-8Ts. They were mainly used as courier planes. Three of them were shown to the public in Esztergom in 1967, when a small military and civil airshow was held here. A small competition was also held and one of the judges was an officer of 201. osae.

## Mi-2

Somé specimens of this were based in the helicopter units ordered to the divisions of the Ground Forces: seven pieces (yellow codes) at öve in Székesfehérvár-Tánc, six (red codes) ones in Esztergom- Kertváros and six ones in ovo in Veszprém. The Kecskemét- Kadafalva based öve had ten Mi-2Ts until around the beginning of the 1980s. The 488. ovp inherited some of these, two of which (yellow 42: c/n 511543080, yellow 41: c/n 513723084, previously Székesfehérvár) were gifted to Hungárián 'Aerocaritas Air Rescue Foundation'in 1990.

The first Mi-4Ts arrived in Debrecen, Hungary on November 4., 1956 (239. gvtap). One of its Mi-4s (red 33) crashed into a hill on November 7, 1956. The 201. osae based at Bad Vöslau, then Tököl had five Mi-4Ses between 1954-1972. The 396. gvtap (gvovp from 1961) had used twenty-six Mi-4Ts from 1957 until

## Mi-4

the beginning of the 1970s when they were gradually replaced by Mi-8s. Twenty-three Mi-4s were used by two oves at Kecskemét and Székesfehérvár in 1967-69. The 209. öve REB had special ECM Mi-4PPs (1977 -1985?) in Debrecen. The 195/11. GviAD command flight had one-two Mi-4s (S, saloon version?).

## Mi-6/10



Mi-6A 'red 79' of 396. gvovp A 396. ezred Mi-6A gép A T



The 396. gvovp of Kalocsa used twelve Mi-6 from 1961, and twenty-four Mi-6A (Mi-6AYa too?) from 1970. The unit also had a Mi-10 (Mi-10PP ECM helicopter?) between 1964-82 (?)

## Mi-8



Mi-8TV 'yellow 04', 396. gvovp ▲ ►  
A 396. ezred „sárga 04” Mi-8TV-je



The 396. gvovp had forty Mi-8T/TVs. After 1986 the unit also had a Mi-8VVKP. The unit's planes also served as SAR platforms for 36. VA bases. Six PSes (red 20, 21, 22, 24, 25, 31 from 1973) and four Mi-8Ts (red 18, 19, 23, 26, from 1970) were in use by 201. osae. Later these machines were changed to those of 396. gvovp and from other resources (yellow 40,41,42) Mi-8PSes (yellow 01, 03, 04,05, 07, 11). From 1990 the 488. ovp BU had issues of its all versions. The öve in Székesfehérvár had four Mi-8TVs until 1984, when replaced by Mi-8MTVs and one-two Mi-9s. The ovo based in Esztergom had Mi-8 (1971), a Mi-8VVKP and a Mi-9 (1985). The ovo based in Veszprém had a Mi-8TV, a Mi-8VVKP (later Mi-9). The öve in Kecskemét had Mi-8TVs until around 1983-84, when replaced by MTVs. Six Mi-8PPs, six Mi-8SMVs, two Mi-8VVKPs (replaced by Mi-9s), a Mi-8VVKP ('yellow 40') were seen in the 209. öve REB (Debrecen). The 11. GviAD command flight had a Mi-8VVKP/later Mi-9. The Soviet Ministry of Health had ordered six special ambulance Mi-8MTVs from the Hungarian factory in Tököl which were made there under designation Mi-8MTV-1.

## Mi-24

The öve in Kecskemét had Mi-24D subtypes (1976-1984), Mi- 24V (1978), Mi-24P (1984-) and later Mi-24K/RCh (1986-87). The öve in Székesfehérvár had four-five Mi-24Ds, then four- five Mi-24Vs (1984-) and one/one Mi-24K/RCh (1987). One/one Mi-24K/RCh were in service between 1986-1989 in these oves. All versions were in use by 488. ovp BU, and were often seen in



Mi-1: öt ilyen gép volt 1956-1970 között szolgálatban a 201. oszase kötelékében. Mi-2: a szárazföldi csapatok helikopterese századaiban, és rajabain voltak futárfeladatot ellátó Mi-2-k. Később ezekből párat a 488. ovp BU is megörökölt. Mi-4: A 239. gvtap, a 396. gvovp Mi-4T, a 201. oszase Mi-4S, a 209. öve REB Mi-4PP rádióelektronikai alváltozatokkal rendelkezett. Mi-6/10: a 396. gvovp használt 24 Mi-6 (1961), majd Mi-6A (1970) gépeket. Egyetlen Mi-10 óriásgep volt Kalocsán 1964 és 1982 (?) között (rádióelektronikai-harc változat, PP?). Mi-8: a 396. gvovp 41 T/TV/VKP alváltozattal, a 201. oszase 5/5 P/T variánssal, a helikopterese századok és a 488. ovp BU pedig Mi-SMT/TV/PP/SMV/VKP/9 változatokkal rendelkeztek. Mi-24: a kecskeméti és a székesfehérvári helikopteresszázadok használták Mi-24D (1976-1984), V (1978), P (1984), és K/RH (1986-87) gépeket.

Kunszentmiklós and Nádudvar practicing ground attack. In June 1990 Mi-24s of one unit (488 ovb BU7) injured children playing on the Kunszentmiklós range.

## MiG-15

The 195. ? (ex. 9.) GviAD and 330. IÁD units had 31-32 MiG-15/UTIs each from 1949-50, but they were soon replaced by the more modern MiG-15bis/UTIs from 1951. The 1. gviap and 515. iap MiG-15s were given to HuAF in 1951. Both units of 330. IÁD handed over theirs to HuAF units after training in 1952. Thus 927. iap and 116. iap were given new MiG-15bis/UTIs after relocating to Strasshof, Aspern. The 315. orac had fourteen MiG-15Rs between 1960-1967. The last MiG-15UTIs were withdrawn around 1981.

## MiG-17

The 14. gviap had 20/10 MiG-17F/PFs (to 1962/1965). The two other 275. IÁD regiments (Szolnok and Kiskunlacháza) had them, too. The 515. iap had MiG-17Fs (from 1957?) and later only ten MiG-17Fs (until 1965). The 5. gviap had ten/ten MiG-17F/PFs (to 1962/1965). The 1. gviap had both versions as well to 1963, then had twelve MiG-17Fs to 1976.

## MiG-19



MiG-17PF 'blue 64' of 195. GviAD or 275. IÁD (date, place, unit unknown) A195. vagy 275. hadosztály MiG-17PF-je (ezred, hely, idő ismeretlen)

The first supersonic airframe of the world. The 5. gviap had ten MiG-19Ses from 1956, the 14. gviap had ten MiG-19Ps from 1959 to 1965. The 275. IÁD unit in Szolnok had a squadron of MiG-19s until withdrawal in 1960.

## MiG-21

Probably the most famous Soviet airframe, it was manufactured in Moscow, Gorkiy and Tbilisi from 1959 until 1980. The 515. iap received thirty MiG-21F-13s in



MiG-21UM 'red 19' of 515. iap  
Az 515. ezred „piros 19” MiG-21UM-je

MiG-27D of 88. gviapib  
A 88. ezred MiG-27D-je

MiG-15: a 195.GviAD, 330.IAD, és a 9. GviAD utódjának ezredéi használtak egyenként 31-32 MiG-15/UTI gépet 1949-től, melyeket 1951-től 15biszre cseréltek. MiG-17: a 14. gviap 20/10 MiG-17F/PF, az 515. iap 30, később 10 MiG-17F, az 5. gviap 10/10 MiG-17F/PF géppel rendelkezett 1965-ig. Az 1. gviap 1976-ban váltotta utolsó 12 MiG-17F-ét. MiG-19: Az 5. gviap 10 S, a 14. gviap 10 P változattal rendelkezett. MiG-21: az összes vadászzszzred használta a MiG-21F-13/PFPM/U/M-eket. Az 515. iap SzMT-t bíszek váltottak 1982-ben, az 5. gviap SzMT-t, a 14. gviap SzMT-t repült 1976-ig. A 315. orac 10/3 MiG-21 R/U-ját (1967-) 1977-ben örökölte a 328. ograp (-1984). MiG-23: a 14. gviap 1975-től M, UB változatokkal repült, melyeket ML (1979), és MLD (1985) változatok követtek. Az 5. gviap M, UB típusokat használt 1976-90 között, míg a 88. és 1. gviap UB-kat használt kiképzésre.

1962, twenty-three MiG-21 PF/Us in 1964 and ten more MiG-21 PFs in 1965. The unit was later supplied with thirty-three PFs and six MiG-21 Us/MiG-15UTIs (1968), then MiG-21 PFM (1968-) two versions of SMTs (1972-73) and UMs (1974) and MiG-21bis (75B, and some 75K, 1982). The latter were replaced gradually from December 3, 1987 by MiG-29. This book is the first one to show photos of small-spine SMTs (see Tököl chapter for more details). The 5. gviap had ten MiG-21F-13/Us (from 1962) and twenty- eight MiG-21F-13s (1964), thirty-eight MiG-21 F-13s (1965), thirty-eight MiG-21 PF and six MiG-21 Us (1966), MiG-21 PFM (1970), MiG-21 SM/SMTs (1972), MiG-21 UMs (1973) which were replaced by MiG-23M/UBs in 1976. The 14. gviap had ten MiG-21F-13/Us (1962), thirty-five MiG-21PFs and six MiG-21U/ MiG-15UTIs (1965), MiG-21PFMs (1970), MiG-21SMTs (1972) and MiG-21 UMs (1973) changed by MiG-23M/UBs in 1975. The 11. GviAD commandflight had five MiG-21 PFs in 1968. The 315. orac had ten/three MiG-21 R/Us (1967). These planes were handed over to 328. ograp in 1977 (MiG-21 UMs from 1973), the last of which left in 1985.

gviap (Kiskunlacháza) had MiG-23M/UBs (1975), MiG-23MLD (1979), MiG-23MLD (1985). They were replaced by MiG-29s | from August 14, 1986, though eight MiG-23UBs stayed until the <2 withdrawal. The 5. gviap had thirty-six/six



## MiG-23

The famous 14.

MiG-23UM of 88. gviapib  
A 88. vadászbombázó ezred MiG-23UM gépe

MiG-23M/UBs (1976). o Most of these were withdrawn to Krzyl-Arbat in July 1989, when £ the unit was equipped with twenty new MiG-29s, but two MiG- £ 23UBs and five MiG-23Ms stayed in service, and 'red 72' (c/n 1250038) was delivered to HuAF 47. Fighter Regiment in 1990 under code 'red 20'. The five MiG-23Ms were relocated to Debreen in February 1990 and were withdrawn on March 20, 1990. The last UBs left Sármellék in September 1990. The 88. gviapib used eighteen MiG-23UBs for training of MiG-27D pilots of the local and the Kunmadaras units (June 1987 until May 18, 1990). The 1. gviapib used fifteen MiG-23UBs from quite late, July 1989. Some of the UBs were rotated between them, and many left after the end of training.

## MiG-25

One thing is certain: on March 6, 1971 An-12/22s landed at Tököl carrying MiG-25s to Egypt. MiG-25s were anyway deployed for checking the intercepting capabilities of the Hungarian Air Force.



## MiG-27

The first D subtype arrived

in Hungary in June 1987 when the 88. gvpib was based in Debrecen, using forty-five MiG-27Ds (blue 01-12, 14-33, 40, 41, 43-46, 49-55). The 1. gvpib's forty-some Su-17M2/UM2s were replaced by thirty-four/fifteen MiG-27D/23UBs in July 1989.

## MiG-29

The replacement of MiG-23M/ML/MLDs by 32-34 MiG-29 took place between August 14, 1986 and 1987 at the 14.gviap. It used ten MiG-23UBs until 1989, when two blue-coded MiG-29UBs (blue 70, 7) arrived in Kiskunlacháza, but eight MiG-23UBs stayed in the unit until the withdrawal. MiG-29 'blue 01' and MiG-29UB 'blue 70' were shown in Kecskemét in August 1990. The 515. iap got its first seven MiG-29s on December 3, 1987 and the UBs on January 12, 1988. Its last MiG-21bis was replaced in 1988. Altogether the unit had forty-eight MiG-29s (9-13) and six MiG-29UBs. The 5. gviap received 19/1 MiG-29s/UB on August 4-5, 1989, which were soon (in November) assigned to the 787. iap (Finow, GDR) and 773. iap (Dangarten, GDR). In February 1991 the 515. iap's planes were given to 5.gviap in Sármélek. Two squadrons left in September 1990, while the rest seventeen left Sármélek on October 4, 1990 to be assigned to 927. and 61. iap. The last ones of them were the those of 14. gviap withdrawn from Kiskunlacháza on April 22, 1991.



Pe-2,162. gvbap

Pe-2,161. gvbap

These were observed in Debrecen in late 1944. The speedy 'Peshka' was also useful as a photo-reconnaissance platform. The Pe-2R (where 'R' stood for 'razvedchik' or 'reconnaissance') carried three

MiG-27Ds 'blue 43,44' of 88. gvpib  
A 88. ezred 'kék 43,44-es' MiG-27D-i

cameras and an AK-1 autopilot system for maintaining flights over the target. (Rs served in 93 ograp in Bad Vöslau by 1954?). Twenty-five - forty-two Pe-2/UTs were in service in each regiment of 6. GvBAK (4. GvBAK after 1949) until 1952 in Aspern, Strasshof, Götzensdorf, Zwölfaxing, until 1954 in Tököl, Debrecen. The 674. gvbap Pe-2s were successfully intercepted by American and British fighters over Western-occupied Austria between 1949-1952.

## Po-2

Night bomber units withdrawn before 1947 had Po-2s. The division and regiment command flights had circulated them to carry mails to other units, or for command staff transport.

## P-39/40/63

All 6. GvIAK regiments and 67. gviap used P-39s until 1947, when replaced by P-63As (first ones from May 14, 1945 in 16. gviap). In December 1951 over sixteen P-63s were with service in 22. GviAD. The 689. gviap had P-63s until October 1952 in Strasshof, Pápa.

## Su-7

Only 1. gviap had Su-7s: B versions from March 1963 and advanced BMs along with UM trainers (four) from 1965. They were replaced by Su-17M2/UM2s in 1976-79.

## Su-9

An unidentified PVO unit had Su-9s in Kunmadaras in May 1965.

## Su-17

The Su-7B/BM/UMs, MiG-17Fs and MiG-15UTIs of 1. gviap were shifted by forty-some Su-17M2/UM2s from 1976. All Su-17s were replaced by thirty-three MiG-27Ds and sixteen MiG-23UBs in July-August 1989. On July 28, 1986 two Su-17M2s blew up at the flightline in Kunmadaras. On July 7, 1986 Su-17M2 of the 1. gviap crashed between Nagydű and Ludas. The 2. squadron of 328. ograp had twelve/three Su-17M4RAJM3s from March 1984.



Su-17M2s of 1. gviapib, 1984, 1988 Az 1. vadászbombázó ezred Szu-17M2 gépei, 1984, 1988

## Pe-2

MiG-27: 1987 júliustól a 88. gvpib 44 MiG-27D-t repült, s ök képezték át a kunmadarasi 1.gvpib állományát is, akik 1989. júliustól 32 MiG-27D-t használtak. MiG-29: a 14. gviap 1986. augusztus 14-től cserélte le MiG-23-i 32-34 MiG-29 (9-13) gépre, amelyeket 1989-ben két UB kiképzőgép is követett. Az 515. iap 1987. december 3-án kapta meg első, szintén púpos (9-13) gépeit, melyek után hat darab kétüléses is érkezett. Az 5. gviap 19/1 MiG-29 (9-13)/UB-t kapott 1989. augusztusában, amiket novemberben átadtak a 787. és 773. iap-nak, de később megkapta az 515. iap MiG-29-i. Pe-2: a 6 (4. 1949-től) GvBAK 6 ezrede használt egyenként 42 egy- és kétüléses gépet, a felderítő ezred Bad Vöslauban pedig 18 db R-i, amiket 1952-54-ig Il-28/R/U-k váltottak. P-39/63: A 9., 22., 23. GviAD ezredei és a 67., 352. gviap használt Airacobra-kat, melyeket Kingcobrák váltottak. Szu-7: Az 1. gviap 1963-tól B, 1965-től BM és UM változatot repült 1979-ig. Szu-9: Kunmadarason települt 1965-ben egy PVO ezred. Szu-17: az 1.gvpib 1976-tól fokozatosan 43-44 Szu-17M2/UM2 gépet kapott, melyek 1989-ig maradtak. A 328. ograp 12/3 M4R/UM3 változatot repült 1984 márciusától.



Su-17M2 'red 44' (c/n 08413) of 1. gvapib, Su-17UM3/M4Rs of 328. ograd Szu-17M2 „piros 44” (gy.sz.: 08413), s a 328. ezred Szu-17UM3/M4R-i

## Su-24

Yak-28/Us of 727. gv.obap were changed by 33 Su-24/Su-24Ms in 1982 and 328. ograd Yak-28R/PP/Us by 13 Su-24MRs in 1988. In 1984, 727. gv.obap commander and an unknown General had to eject from a Su-24M near Nagyhegyes. Su-24MR 'white 08' of 328. ograd crashed in 1990, the crew ejected. In 1982 one issue was Su-24MRs of 328. ograd ► ▼ shown to HuAF Commanders.

A 328. ezred Szu-24MR gépei



## Tu-2

Somé Tu-2s were used by the command flight of the 6. GvBAK (see photo on page 26 in the Aspen section).

Szu-24: a 727. gv.obap Jak-28-t 33 Szu-24/M géppel 1982-től, majd a 328. ograd Jak-28R/PP/U-t tizenhárom Szu-24MR-rel 1988-tól váltották. Tu-2: a 6. GvBAK. parancsnoki törzse használt egy ilyen gépet Aspenben. Tu-22: gyakori vendég volt a magyarországi szovjet bázisokon. 1985 májusában Mezőkövesden települt négy darab belőlük (pl. piros 29). Tu-134: a napi postagép mellett a tököli 201. oszár is használt egy Tu-134A4 (Tu-135) gépet, VIP-szállítási feladatokra. Ez a gép szállította a DHDSCS Törzsének, és Légierje Törzsének tisztjeit.



Tu-134A, 201.oszár

## Tu-22

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-22M2s (e.g. red 29) were seen in Mezőkövesd in May 1985. They were also visitors to Debrecen and Kunmadaras until 1990.

## Tu-134/135

The 201. oszár used a special A-version of this aircraft from 1981. Tu-134A4 (Tu-

135, blue 50, c/n 63979) was an everyday guest at the bases of 16. Air Army. It had a long Communications antenna on the tail. Bút other Tu-134As were also seen in Tököl with red flags on the vertical tail and with civil codes.

# Serial, construction and board numbers / Gyári és oldalszámok

## Serial, construction numbers / Gyári számok

9. GvIAD commander used P-39N-0 'white 100', c/n 42-9004.

The predecessor of 104. gviap started to retrain to P-39 in 25 3AII (25. reserve regiment) on January 10, 1943. On February 16, 1943 the unit was reformed having 32 aircraft of P-39K-1 and P-39D-2 types. Eleven P-39Ks were given to the commander, squadron commanders and political deputy squadron commanders, while others received twenty-one P-39D-2s: (c/n 41-38414, 41-38417, 41-38418, 41-38419, 41-38420, 41-38421, 41-38422, 41-38440, 41-38444, 41-38445, 41-38447, 41-38448, 41-38449, 41-38450, 41-38451, 41-38452, 41-38453, 41-38454, 41-38455, 41-38457, 41-38463). The unit was renamed 104. gviap on August 24, 1943. From July 18, 1943 commander was Major V. G. Semenishin. In April 1943 the unit received two other P-39D-2s (41-38432, 41-38532), and a P-39D-1 (41-28257).

The predecessor of 100. gviap was reformed in 25 3An (25. reserve regiment) from October 23, 1942 to February 18, 1943. Until the end of 1942 the crews were re-trained to P-40, then to P-39 as well. There was only one catastrophe during the process on February 13, 1943. On February 16, 1943, at the moment of the unit's delegation to the Front, the unit consisted of 31 pilots, and 30 planes: ten P-39D-2s (c/n 41-38416, 41-38427, 41-38429, 41-38431, 41-38433, 41-38446, 41-38451, 41-38456, 41-38458, 41-38462) in the 1. squadron, II P-39K-1 in the 3. squadron and 9 P-40E in the 2. squadron. The unit had its first loss on March 10, 1943 having lost its P-39D-2 (c/n 41-38427) with engine V-1710-63 (E-6) Jfe AC 42-135031. This was the first P-39D2 to be lost on the German-Soviet Front. On May 10, 1943 the unit was re-equipped to the modern versions of P-39L, M and N, having given their oldies to 16. gviap, 298. iap. Other aircraft: P-39N-0 'white 01', c/n 42-9033, P-

39K-1 'white 21', c/n 42-4403, P-39K-1, c/n 42-4606.

Until April 3, 1943 predecessor of 16. gviap was reformed and had 32 crews. The 1. squadron had fourteen P-39L-1, the 2. squadron had seven P-39K-1, while the 3. squadron had eleven P-39D-2 (c/n 41-38424, 41-38425, 'white 37' 41-38428, 41-38430, 41-38434, 41-38437, 41-38438, 41-38528, 'white 40' 41-38547, 41-38550, 41-38555). The regiment had two famous aces: Master Lt. V. I. Fadeyev I.M. (c/n 41-38428, 'white 37'), N. M. Iskrin (c/n 41-38555, 'white 27'), Lt-Gen. A. Retshkalov (c/n 41-38547). During this period the unit lost 18 Aerocobras so they were given 19 new ones (among them P-39D-2s c/n 41-38423, 41-38416, 41-38429, 41-38458, 'white 13' 41-38520) and 4 P-40Es from 45. iap, 84. iap and 25. zap. Last aircraft to be received were P-39D-2 c/n 41-38423. Other known aircraft: P-39N-1 'white 45' c/n 42-9434, P-39N-0 c/n 42-8747, P-39Q-15 'white RGA' 42-8747, P-39N-1 'white 125' c/n 42-9589. Between May 15 -end of May, 1945 the unit received 29 P-63As.

213. gviap: P-39? 'white 100' 41-8323?, P-39Q-15 c/n 44-2823, P-39Q-25 'white 77' c/n 44-32286,

129. gviap: P-39N-5 42-18662. The unit had P-63As from June 10, 1946. It had AT-6G c/n 132646 (August 13, written off on October 22, 1946), AT-6G c/n 132627 (October 15, given to 67. gviap on December 20, 1946), Yak-9V c/n 0215393 (August 17, 1946 to December 1946, given to 22. GvIAD), Po-2 c/n 257101 (from August 28, 1946), Po-2 c/n 9960 (from September 18, 1946), Po-2 c/n 10108 (from December 2, 1946), Po-2 c/n 9593 (December 14, 1946).

100. or 104. gviap: P-63A 'white 40' c/n 270799

Planes of 927. iaD delivered to 24. Fishter Regiment of HuAF / A 927. iaD által a 24. vre-nek átadott MiG-15-ök listája

c/n	Code in 927. iap	Code in 24. FR	Manufactured	Flying hours at delivery
gy. szám	Oldalszám a 927. iap-ban	Oldalszám a 24. vre-ben	Gyártási idő	Repült órák száma átadáskor
1402	01	140	1949	196
2002	02	102	?	103
3810304	04	04	1949	210
0115307	07	07	March 1949	127
1408	08	08	1949	177
1610	10	610	1949	191
1404	14	14	1949	213
1915	15	15	January 30, 1950	149
1919	19	19	1950	162
0115321	21	121	June 1949	168
0115322	22	22	June 30, 1949	157h 53m
1532	23	532	1949	182
1924	24	24	1950	185
1925	25	25	1950	226
1826	26	826	1949	177
1531	31	31	1949	153
1932	32	32	1950	181
1833	33	833	1949	112
1835	35	35	1949	203
1936	36	36	1950	173
3810240	40	40	1949	143
1414	41	414	1949	203
3810248	42 or 84	248	1949	135
1435	43	435	1949	168
0115347	47	47	October 1949	161
1948	48	48	1949	251
1536	53	136	1949	180
1955	55	955	?	240
1961	61	961	?	243
1605	65	65	1949	106
1947	74 or 94	947	1950	230



Planes of 116. iap given to 50. Fighter Regiment of HuAF / A 116. iap által az 50. vre-nek átadott MiG-15-ök listája

c/n Gyári szám	Likely red code in 116. iap Oldalszám a 116. iap-ban	Code in 50. FR Oldalszám az 50. vre-ben	Manufactured Gyártási idő	Flying hours at delivery Repült órák száma átadáskor
1016	01	106	1949	219
1205	05	205	1949	174
3810406	06	46	1949	230
0907	07	907	1949	150
0910	10	100	1949	169
1126	12?	026	1949	177
3810214	14	214	1949	162
0516	16	516	1949	212
1217	17	217	1949	159
1918	18	918	February 1950	223
1019	19	19	1949	262
1921	21	921	1950	281
1822	22	822	1949	219
1823	23	823	1949	197
1926	26	26	1950	215
1030	30	30	1949	212
1933	33	933	1950	250
1934	34	34	1950	253
1935	35	935	1950	228
1939	39	39	1950	221
1140	40	140	1949	166
1945	45	945	1950	241
1951	51	951	?	201
1954	54	954	?	226
1960	60	960	?	237
1964	64	64	?	237
2077	77 (ARK, unit commander's)	077	?	201
0901	90	901	1949	182
1910	91	910	1949	207
1922	92	192	1950	215
1930	93	930	1950	227

MiG-15bis delivered to HuAF from SAF in 1962 / A szovjet légierő által a Magyar Légierőnek átadott MiG-15biszek listája

c/n Gyári szám	Likely code in SovAF Szám a Szovjet Légierőben	Code in HuAF Oldalszám a Magyar Légierőben	Manufactured Gyártási idő	Flying hours at delivery Repült órák száma átadáskor
5001	01	001	February 1952	1000h
0102	02	102		
3108	08	108		
0912	12	912	April 1950	-
1313	13	313	October 1951	890h
1115	15	115	May 1951	91 Oh
1220	20	220		990h
0921	21	921	November 1950	780h
1236	36	236		560h
1237	37	237		-
0338	38	338	August 1952	
1048	48	048	March 1952	834h
2350	50	350	July 1952	980h
1951	51	951	-	-
2153	53	153		980h
7354	54	354		
1056	56	056		566h
2657	57	657	May 1952	1060h
1613	61	161	-	1000h
2666	66	666	-	880h
2677	77	677	-	1030h
7080	80	080	-	
2681	81	681	-	950h
2682	82	682		970h
2683	83	683	-	900h
2684	84	684	-	-
1250	250	250	August 1952	950h
3481	481?	481		
4512	512	512	September 1951	
3613	613?	613		

-15s delivered to HuAF 66. Fighter Division/Az 1., 5. c/n	Likely code in SovAF	gviap, 515. iap által a 66. Hadosztálynak átadott MiG-15-k	Manufactured	Flying hours at delivery
Gyári szám	Oldalszám a Szovjet Légierőben	Gyártási idő	Repült órák átadáskor	
0801	01	1949	96h18m	
3810301	01	1949	98h51m	
0802	02	1949	96h48m	
0702*	02	1949		
109003	03	1949	94h43m	
3810203	03	1949	96h43m	
0804	04	1949	105h01m	
3810404*	04	1949		
0705*	05	1949		
3810205*	05	1949	89h56m	
0606*	06	1949		
3810206*	06	1949	102h11m	
0807	07	1949	105h02m	
1608	08	1949	96h 14m	
3810308	08	1949	94h44m	
3810309	09	1949	95h29m	
6009	09		75h44m	
0115310*	10	1949		
3810201	10	1949	97h19m	
0115312	11	1949	98h58m	
3810211	11	1949	88h31m	
3810212	12	1949	75h39m	
0712*	12	1949		
109014	14		101h58m	
109016	16		96h27m	
0115316	16	1949	97h07m	
0719	19	1949	96h30m	
109019	19		94h58m	
1320	20	1949	96h39m	
3810202	20	1949	89h44m	
1621	21	1949	96h14m	
3810221	21	1949	85h17m	
3810223	23	1949	96h53m	
0115324	24	1949	-	
1526	26	1949	102h32m	
0115326*	26	1949	-	
1327	27	1949	98h56m	
1227	27	1949	10h12m	
1530	30	1949	98h52m	
0115330	30	1949	29h11m	
1310	31	Oct. 24, 1949	101h27m	
0115331*	31	1949		
1237	37	1949	97h01m	
108037	37		94h43m	
1638	38	1949	107h	
0115338	38	1949		
1539	39	1949	98h52m	
0115339	39	Oct. 1949	109h57m	
1240	40	1949	70h26m	
3810405*	40	1949	97h47m	
3810408	48	1949	77h58m	
0115348	48	Oct. 23, 1949	100h29m	
0115350	50	Oct. 1949	87h50m	
5004	50	Sept. 20, 1949	110h26m	
6004	60		89h35m	
0806	80	1949	106h51m	
109004	90	July 31, 1949	95h06m	
109012*	90	1950	95h55m	
3810210	?	1949	98h44m	
1513	?	1949*	96h30m	
3810213	?	1949	96h06m	

515. iap, Tököl and later 5. gviap, Sármellek MiG-29  
 'red 67' (c/n 2960714907)  
 MiG-29 'red 69' (c/n 2960714909)  
 MiG-29 'red 7' (c/n 2960714928)  
 MiG-29 'red 64' (c/n 2960714930)  
 MiG-29 'red 7' (c/n 2960714933)  
 MiG-29 'red 7' (c/n 2960714935)  
 MiG-29 'red 7' (c/n 2960715130)  
 MiG-29 'red 76' (c/n 2960715133)  
 MiG-29 'red 7' (c/n 2960715136)  
 MiG-29 'red 72' (c/n 2960715168)  
 MiG-29 'red 7' (c/n 2960715151)  
 MiG-29 'red 7' (c/n 2960715154)  
 MiG-29 'red 7' (c/n 2960715156)  
 MiG-29 'red 7' (c/n 2960715157)  
 MiG-29 'red 7' (c/n 2960715158)  
 MiG-29 'red 7' (c/n 2960715159)  
 MiG-29 'red 7' (c/n 2960715161)  
 MiG-29 'red 70' (c/n 2960715164)  
 MiG-29 'red 7' (c/n 2960715165)  
 MiG-29 'red 62' (c/n 2960715150)  
 MiG-29 'red 32' (c/n 2960717946)  
 MiG-29 'red 35' (c/n 2960717911)  
 MiG-29 'red 03' (c/n 2960715173)  
 MiG-29 'red 28' (c/n 2960715535)  
 MiG-29 'red 27' (c/n 2960715178)  
 MiG-29 'red 31' (c/n 2960715540)  
 MiG-29UB 'red 63' (c/n N90503012547)

515. iap, Tököl  
 MiG-21bis 'red 45' (75B, c/n: 75014699) MiG-21bis 'red 08' (75B, c/n 75053824) MiG-21 bis 'red 53' (75B, c/n 75014947) MiG-21UUM 'red 82' (c/n 06695169)

5. gviap, Sármellek MiG-23UB 'red 72' (c/n 1250038)

396. ovp, Kalocsa  
 Mi-6 non-coded (c/n 4681809)  
 Mi-6A 'red 75' (c/n 0615V)  
 Mi-6 A 'red 76' (c/n 716003V)  
 Mi-6A 'red 77' (c/n 715602V)  
 Mi-6A 'red 79' (c/n 726601V)  
 Mi-8T 'yellow 24' (c/n 9744143)  
 Mi-8T 'yellow 08' (c/n 9744311)  
 Mi-8T 'yellow 41' (c/n 2760)  
 Mi-SVKP 'yellow 21' (c/n 1546)

? öve, Székesfehérvár  
 Mi-2 'yellow 41' (c/n 513723084)  
 Mi-2 'yellow 42' (c/n 511543080)

From 226. osap, delivered at Tököl U-14G 'red 04' (c/n: 147001821)

201. osae, Tököl  
 An-26LB 'blue 55' (c/n 7309703)  
 An-26 'blue 56' (c/n 8704)  
 An-12BP 'blue 28' (c/n 9346704)  
 Il-14T 'blue 48' (c/n 147001750)  
 Tu-134A 'blue 50' (c/n 63979)  
 Mi-8T 'yellow 41' (c/n 2760)

488. ovp, Tököl  
 Mi-2 'yellow 41' (c/n 513723084)  
 Mi-2 'yellow 42' (c/n 511543080) 328. ograp,  
 Kunmadaras Yak-28R 'blue 36' (c/n 6960401) Yak-28RV 'blue 14' (c/n: 7961004) Su-17M4R 'red

32' (c/n 18209)  
 Su-17UM3 'red 34' (c/n 65611) Su-17UM3 'red 35' (c/n 65612)  
 Su-24MR 'while 06' (c/n 0841616)

1. gviapib, Kunmadaras Su-17M2 'red 44' (c/n 08413)

88. gviapib, Debrecen M ÍG-27D (c/n 61912540171)  
 MiG-27D (c/n 61912540172)  
 MiG-27D (c/n 61912540173)  
 MiG-27D (c/n 61912540174)  
 MiG-27D (c/n 61912540175)  
 MiG-27D (c/n 61912540176)  
 MiG-27D (c/n 61912540177)  
 MiG-27D (c/n 61912540178)  
 MiG-27D (c/n 61912540179)  
 MiG-27D (c/n 61912540180)  
 MiG-27D (c/n 61912540181)  
 MiG-27D (c/n 61912540182)  
 MiG-27D (c/n 61912540183)  
 MiG-27D (c/n 61912540210)

Overhauled and engineered by PG, Tököl Mf-8MTV-1: CCCP-25426 (c/n 95458) Mf-8MTV-1: CCCP-25427 (c/n 95459) Mf-8MTV-1: CCCP-25428 (c/n 95460) Mf-8MTV-1: CCCP-25429 (c/n 95461) Mf-8MTV-1: CCCP-25430 (c/n 95462) Mf-8MTV-1: CCCP-25431 (c/n 95463)

Seen at Kecskemét

Il-76TD: CCCP-76749 (c/n 0053460790) Seen at

Tököl

An-22A: CCCP-08830 (c/n 053483308) An-22: CCCP-09306 (c/n 9340206) An-22: CCCP-09326 (c/n 01340310) An-22A: CCCP-09329 (c/n 043482276)\* An-22A: CCCP-09344 (c/n 053482288) An-124: CCCP-82077 (c/n ?)  
 Tu-134: CCCP-65986 (c/n 63475) Tu-134: CCCP-63979

\*Seen at Kunmadaras and Ferihegy, too.

## Board numbers / Oldalszámok

328. ograp, Kunmadaras  
 Su-17M4R: red 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, Su-17UM3: red 33, 34, 35,  
 Su-24MR: white 01,02,03,04,05,06,07,08\*, 09, 10,11,12,14, Yak-28R: blue 02\*, 03, 04\*, 14, 36,  
 Yak-28U: blue 15

1. gviapib, Kunmadaras  
 MfG-27D: blue 01, 02, 03, 04,05,06,07, 08, 18, 10, 23, 24, 25, 26, 27, 28, 29, 30, 31,32, 33, 34, 35, 36, yellow 40, 41, 42,43,44,45,46,47, 51,52, 53, MfG-23UB: blue 19,20,21, 22, 37, 38, 39, 62, yellow 48,49, 50, 55, 56, 57, 58 Su-17M2: red, blue 02, 04, 05, 09, 12, 23, 32,41,42,44, 47, Su-17UM: red, blue 19, 20, 22, ?  
 Su-7B/BM: 12, 14, 15, 17, 21,24, 27, 34, 38, 40, 42, 46, 47, 50, 53, 61, 65, 70, 71, 73, 74, 75, 76, 78, 81, 82, 83,

Su-7UM: 89, ?  
 MfG-17F: 29, 51,52, 53, 55, 57, 58, 59, 60, 61,62 MfG-15UTI: 22, 25,43,45,

315. ograe, Kunmadaras  
 MfG-21R: 01, 02, 03, 04, 05, 06, 07, 12, 14, 15  
 MfG-21UM: 16, 17\*, 84

88. gviapib, Debrecen  
 MfG-27D: blue 01-12, 14-33,40,41,43-46,49-55, MfG-23UB: blue 60 - 73, 75, 76, 78, 80

727. gvbap, Debrecen 11-28: red 14,91 Su-24M: white 25

201. osae, Tököl  
 Mi-8T: red 18, 19, 23,26, yellow 40,41,42,47,  
 Mf-8PS: red 20, 21, 22, 24, 25, 31\*, yellow 01, 03, 04, 05, 07, 11  
 An-12BP: blue 27,28, 29, 30, 32 Tu-134A: blue 50 11-14T: blue 48,11-14P: blue 49 An-26/BL: blue 51, 52, 53, 54, 56 / 55

515. iap, Tököl  
 MiG-29 (9-13): red 01-09, 11, 12, 14-29,31-55 (4 out of these are UBs), MfG-29UB: red 10, 30,  
 MfG-21UM: red 68, 19, 82, MfG-21SMT (type 50): red 02, 14, 17, 34, 38,  
 MfG-21SMT (type 15): red 12, 79 MiG-21bis: red 24, 08, 45, 53

14. gviap, Kiskunlacháza  
 MfG-23M/ML: white outlined 01, 02, 03, 04, 05, 06, 07, 08, 09, 10, 11,12, 14, 19,20,21,22,23,24,25,26,31,32,41,42, 43,44,45,46,47,48,49, 50, 51, 52, 53, 60  
 MfG-23UB: white outlined 61-72 MfG-29UB: blue 70,  
 MiG-29: blue 01,02, 03, 04, 05, 19, 31, 32, 51,

396. gvovp, Kalocsa  
 Mi-6A: red 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79 (previously yellow, red outline)  
 Mf-8T/TWVKP: yellow, 04, 08, 18,21,24, 27, 36,40,41,  
 Mi-10: yellow 81

209. öve, Debrecen Mf-8PP: yellow 07, 10,  
 Mf-8KSA: yellow 40

239. gvtap, Debrecen Mi-4T: red 33\*

5. gviap, Sármellék  
 MfG-23M: blue 91, 92, 93, 94, 95, red 01-05, 21-24, 40-45 MfG-23UB: blue 84, red 89

MiG-29 (9-13) from 515. iap: red 01-09, 11,12, 14-29,31-55(4 out of these are UBs), MfG-29UB: red 10, 30, MfG-29UB: 63, MiG-29 (9-13): red 61, 62, 64-79, MfG-29UB: red 63

11. GvIAD command flight An-14: blue 06

? ovo, Esztergom Mf-8VKP: yellow 33

? öve, Székesfehérvár Mi-2: yellow 41,42

82. gvbap, Aspem Pe-2: blue 1

\* These machines had accidents / Ezekkel történt baleset

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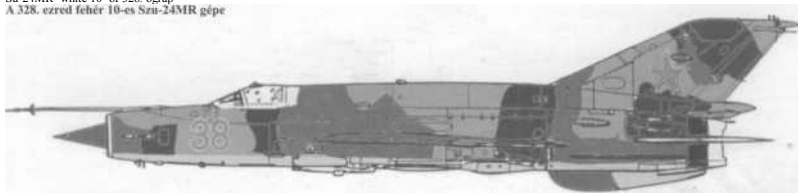
Vosdushnaya, Voenizdat 1968, Moscow

## Explanation to the color photos/ Magyarázat a színes képekhez

1. Yak-28RV 'former blue 14' of 328. ograp/A 328. felderítő gárdaezred „volt kék 14-es” Jak-28RV gépe
2. Su-24MR 'white 03' of 328. ograp while turning/A 328. felderítő gárdaezred „fehér 03-as” Szu-24MR-je fordulás közben
3. Mi-6A 'red 79' of 396. gvovp/A 396. helikopter gárdaezred „piros 79-es” Mi-6A gépe
4. Mi-6A 'red 79' of 396. gvovp/A 396. helikopter gárdaezred „piros 79-es” Mi-6Agépe
5. Su-24MR 'white 04' of 328. ograp/A 328. felderítő gárdaezred „fehér 04” Szu-24MR-je
6. Su-24MR 'white 06' of 328. ograp/A 328. felderítő gárdaezred „fehér 06-os” Szu-24MR-je
7. Su-24MR 'white 03' of 328. ograp/A 328. felderítő gárdaezred „fehér 03-as” Szu-24MR-je
8. Mi-8T 'yellow 40' of 396. gvovp/A396. helikopter gárdaezred „sárga 40-es” Mi-8T gépe
9. Su-17M4R 'red 22' of 328. ograp/A 328. felderítő gárdaezred „piros 22-es” Szu-17M4R gépe
10. Su-17M4R 'red 22' of 328. ograp/A328. felderítő gárdaezred „piros 22-es” Szu-17M4R gépe
11. MiG-29 'blue 01' of 14. gviap/A 14. vadászrepülő gárdaezred „kék 01-es” MiG-29-e
12. MiG-23M 'blue 92' of 5. gviap/Az 5. vadászrepülő gárdaezred „kék 92-es” MiG-23M-a
13. MiG-29 'red 29' of 5. gviap/Az 5. vadászrepülő gárdaezred „piros 29-es” MiG-29-e
14. Mi-6A 'red 77' of 396. gvovp/A 396. helikopter gárdaezred „piros 77-es” Mi-6A gépe
15. MiG-27D 'yellow 53' of 1. gviapib/Az 1. vadászbombázó gárdaezred „sárga 53-as” MiG-27D gépe
16. Mi-8MTV-Is are being made/Mi-8MTV-I-k készülnek Tökölön
17. Mi-8T 'red 23' of 201. osae/A 201. vegyes reptőlőszázad „piros 23-as” Mi-8T-je
18. MiG-29UB 'red 30' of 515. iap/Az 515. vadászrepülő ezred „piros 30-as” MiG-29UB-je
19. MiG-29 'red 32' of 515. iap/Az 515. vadászrepülő ezred „piros 32-es” MiG-29-e
20. MiG-29 'red 14' of 515. iap/Az 515. vadászrepülő ezred „piros 14-es” MiG-29-e
21. MiG-29 'blue 01' of 14. gviap/A 14. vadászrepülő gárdaezred „kék 01-es” MiG-29-e
22. An-22A 'CCCP-09329' in Kunmadaras/An-22A „CCCP-09329 Kunmadarason
23. Su-24MR 'white 09' of 328. ograp/A 328. felderítő gárdaezred „fehér 09-es” Szu-24MR-je
24. MiG-29 'blue 19' of 14. gviap/A 14. vadászrepülő gárdaezred „kék 19-es” MiG-29-e
25. MiG-23UB 'white 65' of 14. gviap/A 14. vadászrepülő gárdaezred „fehér 65-os” MiG-23UB-ja
26. MiG-29 'red 09' of 5. gviap/Az 5. vadászrepülő gárdaezred „piros 09-es” MiG-29-e
27. Badge of 201. osae/A 201. vegyes reptőlőszázad jelvénye
28. MiG-27D 'blue 32' of 1. gviapib/Az 1. vadászbombázó gárdaezred „kék 32-es” MiG-27D gépe
29. MiG-29 'red 55' of 515. iap/Az 515. vadászrepülő ezred „piros 55-os” MiG-29-e
30. Mi-6A 'red 77' of 396. gvovp/A 396. helikopter gárdaezred „piros 77-es” Mi-6A gépe
31. Su-17M4R 'red 21' of 328. ograp/A 328. felderítő gárdaezred „piros 21-es” Szu-17M4R-je
32. Su-24MR 'white 06' of 328. ograp/A 328. felderítő gárdaezred „fehér 06-os” Szu-24MR-je
33. Su-24MR 'white 05' of 328. ograp/A 328. felderítő gárdaezred „fehér 05-os” Szu-24MR-je
34. An-22 'CCCP-09329' in Budapest-Ferihegy/An-22A „CCCP-09329 Ferihegyen
35. Artwork on nuclear bomber MiG-23Ms of 5. gviap/Az 5. vadászrepülő gárdaezred MiG-23M-inek jelvénye
36. Mi-6A 'red 77' of 396. gvovp/A 396. helikopter gárdaezred „piros 77-es” Mi-6A gépe



Su-24MR 'white 10' of 328. ograp  
A 328. ezred fehér 10-es Szu-24MR gépe



MiG-21SMT 'red 38' of 515. iap Az 515. ezred  
piros 38-as MiG-21SMT-je

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Kunmadaras: Su-24MR 'white 11' of 328.  
Kograp with opened aerial refuel stick

A 328. önálló felderítő gárdaezred fehér  
111- es Szu-24MR gépe kiengedett  
légiutántöltő csónkkal



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